

**PROPOSED CHANGE OF USE OF GROUND FLOOR OF KHIZRA HOUSE
COMMERCIAL BUILDING TO A SCHOOL, LORD STREET BURY BL9 0RE**

TRAVEL PLAN





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DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
537-24-2	Draft		1	JP	MP	2/8/2024
537-24-2	Final		1	JP	MP	8/8/2024



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TRAVEL PLAN

1.0 Introduction and Background

- 1.1 This Travel Plan (TP) has been produced to support a planning application for the change of use of the vacant ground floor of Khizra House from a commercial use to an independent high school for Islamic girls. The proposed school will have a capacity for 120 pupils. The proposed site is located on the ground floor of Khizra House, Lord Street, Bury, BL9 0RE (the site).
- 1.2 Khizra House is a two-storey building and the second storey is occupied by Bury Defence Academy (BDA). The ground floor has been vacant since 2017 and has a previous commercial use. The proposed school and BDA will operate at separate times of the day/week. The BDA operates at evenings and weekends and the proposed school will operate during weekdays.
- 1.3 There is an established Muslim community in the local area and the proposed school is intended to cater for this local community.
- 1.4 The main objective of the TP is to minimise the number of private car trips that are generated by the proposed development and especially those with a single occupant. The TP also seeks to encourage travel by sustainable modes of transport such as walking, cycling and the use of public transport to reduce the transport and environmental impact of the development. This will assist local, national and international targets to reduce CO₂ emissions from transport. The TP will also aim to reduce the demand for parking at the proposed educational development. The TP will promote safer, active and sustainable travel, which will have a positive impact on the mental well-being and physical health of students. The TP will create an opportunity for more quality family time together on the walk to school. The TP will create a positive opportunity for pupils, staff, school partners and parents to work together as a committee to implement and update the TP.
- 1.5 The following Sections describe the analysis and assessment undertaken as follows :-
- Section 2 site location
 - Section 3 existing site characteristics
 - Section 4 development proposals
 - Section 5 Travel Plan approach
 - Section 6 Travel Plan objectives and indicators
 - Section 7 Travel Plan implementation and monitoring
 - Summary and conclusions.

2.0 Site Location

- 2.1 The site is on the edge of Bury town centre, on the west side of Lord Street. The site is bounded by Lord Street to the west, Mason Street to the north, Parker Street to the east and the Jamia Khizra mosque and Islamic Centre to the east.
- 2.2 In addition to the BDA and mosque, in the immediate vicinity, the site is surrounded by commercial and business use premises with residential dwellings beyond and Bury town centre to the west.
- 2.3 Khizra House is a two-storey building fronting Lord Street to the west and to the east of the building the site has a hard standing area which includes 13 car parking spaces and a cycle parking shelter. There is vehicular access into the site from Parker Street and Mason Street. Pedestrian access is possible at a number of locations.
- 2.4 The site is in a sustainable location with good access to public transport and walking and cycling infrastructure around the site and with good access to local services and amenities including those of Bury town centre. An existing site layout is located in **Appendix A**.
- 2.5 The site location of the proposed development, in relation to the surrounding road network, is shown in the Figure below.

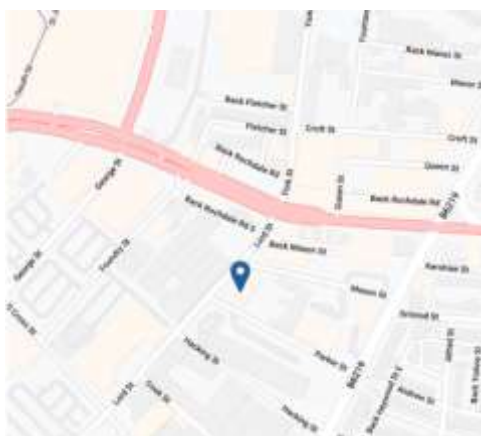


Figure 1 - Site Location

3.0 Existing Characteristics

3.1 Road Layout

- 3.2 The site is on the edge of Bury town centre, on the west side of Lord Street. The site is bounded by Lord Street to the west, Mason Street to the north, Parker Street to the east and the Jamia Khizra mosque and Islamic Centre to the east.
- 3.3 Lord Street, Mason Street and Parker Street, the roads surrounding the site, are single carriageway roads with footways on both sides and a system of streetlighting.

- 3.4 There is no parking along Lord Street. There is no parking on Mason Street and Parker Street along the site boundary. Mason Street has some unrestricted parking sections away from the site boundary. Parker Street has some limited parking bays and some sections of unrestricted parking sections away from the site boundary. Mason Street and Parker Street both connect Lord Street to the west of the site and Heyward Street (B6219) to the east of the site. Lord Street connects to Spring Street and Cecil Street to the southwest of the site and to Rochdale Road (A58) to the northeast of the site.
- 3.5 Rochdale Road (A58) located approximately 80 metres to the northeast of the site is a main route into Bury town centre. Rochdale Road and Lord Street connect at a 4 arm junction including York Street and has signal-controlled crossing facilities across all 4 arms of the junction, guard rail, dropped crossings and advance stop markings for cyclists.
- 3.6 [Public Transport Access](#)
- 3.7 [Bus Access](#)
- 3.8 The site is served by public transport with Bury bus and tram interchange close by and bus stops located on the roads close to the site.
- 3.9 There are bus stops located on Rochdale Road (A58) a walk of approximately 150 metres and 210 metres, taking around 2-3 minutes, to the northeast of the site. There is a signal-controlled crossing facility to aid access to the bus stop on the north side of the carriageway.
- 3.10 There are bus stops located on Heywood Street a walk of approximately 180 metres and 230 metres, taking around 2-3 minutes, to the southeast of the site. There is a pedestrian island crossing facility to aid access to the bus stop on the east side of the carriageway.
- 3.11 The tables below summarise the service numbers, routes and frequency of the services operated from these bus stops. The tables below indicates that between 25.5 - 26 services per hour operate along Rochdale Road and Heywood Street all within a maximum walk of approximately 230 metres from the site and taking around 2-3 minutes. These services operate Monday-Friday during the am, interpeak and pm peak periods, the periods access would be required for the use of the proposed school.
- 3.12 Bury bus and tram interchange is located approximately 750 metres to the southwest of the site, a walk of around 10 minutes. There is a cycle hub located at the interchange and the Green Tram Line operates from the interchange.
- 3.13 There are a vast number of bus services which operate frequent services from Bury Interchange including to Salford, Manchester, Norden, Rochdale, Tottington, Bolton,

Ramsbottom, Heywood, Farnworth, Blackburn, Burnley, Radcliffe, Nangreaves and Rawtenstall

3.14 The Figure below shows a map of bus routes from Bury Interchange and along the roads close to the site.

Table 1 - Bus Services along Rochdale Road and Heywood Street (outbound)

Service No	Route	Services per hour Monday-Friday		
		AM peak	interpeak	PM peak
Bus services along Rochdale Road				
163	Bury - Manchester	5	5	5
433	Bury - Norden	1	1	1
471	Rochdale – Bury - Bolton	5	5	5
475	Bury – Captain Fold	0.5	1	1
Bus services along Heywood Street				
94	Bury – North Manchester General Hospital	1	1	1
Total		12.5	13	13

Table 2 - Bus Services along Rochdale Road and Heywood Street (inbound)

Service No	Route	Services per hour Monday-Friday		
		AM peak	interpeak	PM peak
Bus services along Rochdale Road				
163	Manchester - Bury	5	5	5
433	Norden - Bury	1	1	1
471	Bolton - Bury - Rochdale	5	5	5
475	Captain Fold - Bury	1	1	1
Bus service along Heywood Street				
94	Manchester General Hospital - Bury	1	1	1
Total		13	13	13

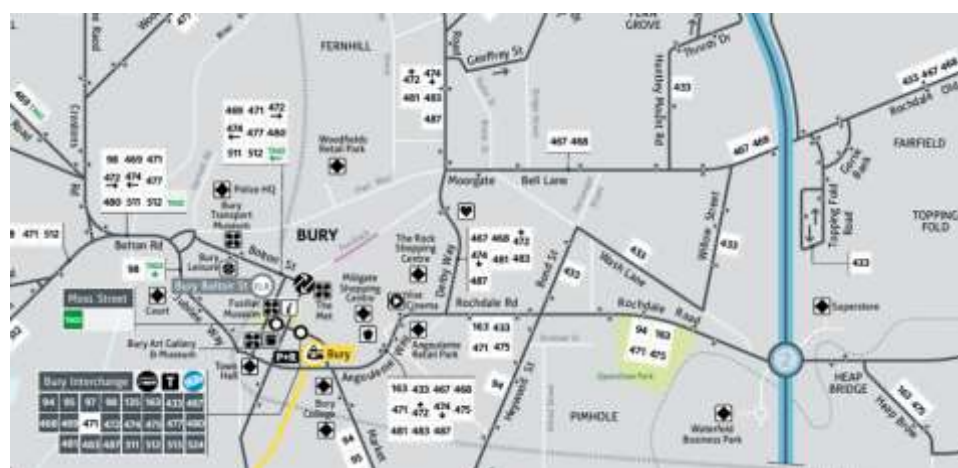


Figure 2 - Map of Bus Services (TfGM)

3.15 Tram Access

3.16 The Green tram line runs between Bury and Altringham and includes a stop at Manchester Victoria rail and tram station. Tram services operate Monday to Thursday 6am to midnight every 12 minutes, Friday and Saturday 6am to 1am (following day) every 12 minutes (up to midnight) and every 24 minutes (midnight to 1am) and on Sunday 7am to midnight every 15 minutes.

3.17 The figure below shows the tram stops along the Green Line.

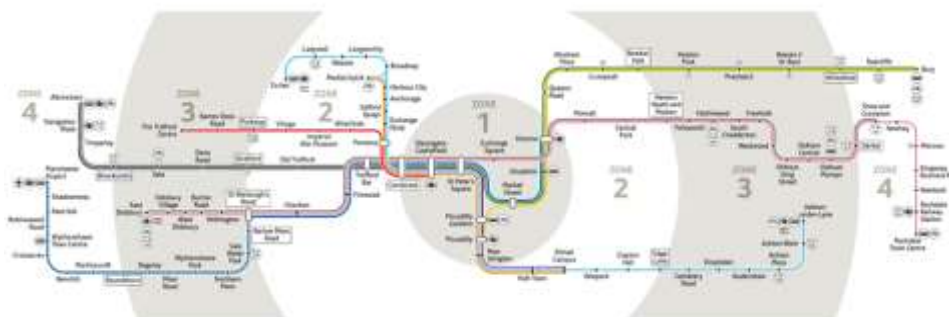


Figure 3 - Map of Tram Routes (TfGM)

3.18 Cycle Access

3.19 An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed education development. The analysis is illustrated below in Figure 4.

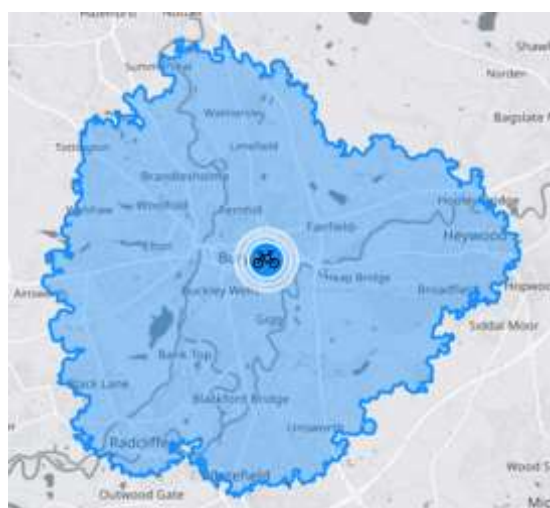


Figure 4 - Cycle Access to the Development Site (www.app.traveltime.com)

3.20 A map of the local routes and cycle infrastructure is shown in the Figure below. The map below indicates the local cycle routes in the vicinity of the proposed development and the low traffic speeds in the residential roads around the site.

3.21 The school intends to cater for the local community, combined with the low traffic speeds in the local residential areas, shared cycle and pedestrian paths and the cycle parking at the site, cycling is a realistic option of travel to the proposed school.

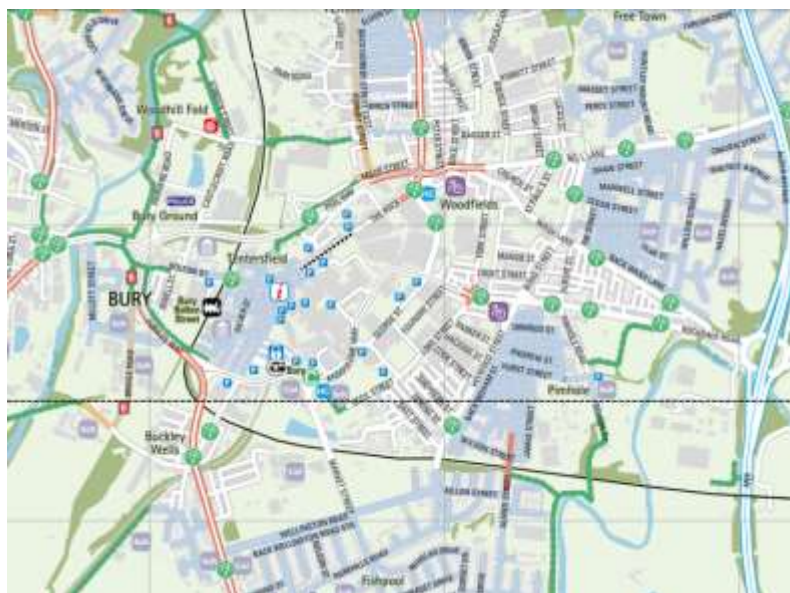


Figure 5 - Cycle Map of Local Routes (TfGM)

3.22 Walking Access

3.23 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

3.24 An assessment has been made of the locations that can be accessed within a 2km walk from the proposed development. This analysis is depicted in Figure 5 below.

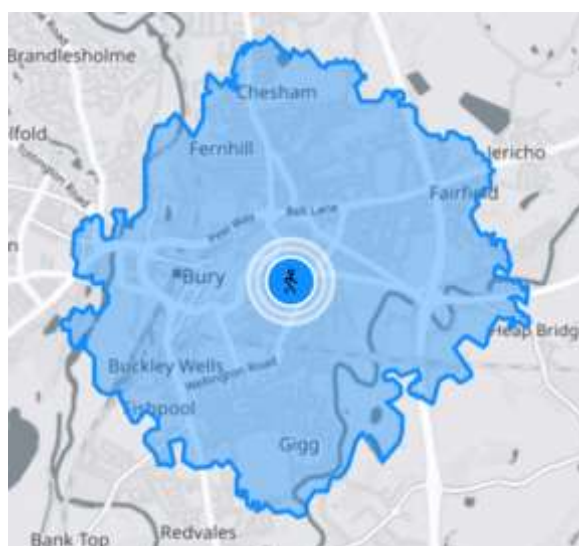


Figure 6 - Walking Access to the Development Site (www.app.traveltime.com)

3.25 There are footways along the roads surrounding the site and a system of street lighting. There are traffic controlled pedestrian crossing facilities, pedestrian refuge islands, guard rail and dropped crossings to help aid crossing Rochdale Road and

Haywood Street, the roads connecting the site to the local residential areas and bus stops. The local residential areas have low traffic speeds.

3.26 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. The nearest bus stops are located on Rochdale Road and Heywood Street and are located a walk of between approximately 150 metres and 230 metres of the site taking around 2-3 minutes. The bus stops are all located well within the 400-metre desirable walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.27 Bury bus and tram interchange is located a walk of approximately 750 metres from the site a walk of around 10 minutes and is within the 800-metre acceptable walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.28 Site Accessibility

3.29 Accessibility analysis has been undertaken using the GM mapping tool [GM Open Data Infrastructure Map | MappingGM](#). The analysis shows that the site in Lord Street is located in an area that exhibits high levels of transport accessibility.

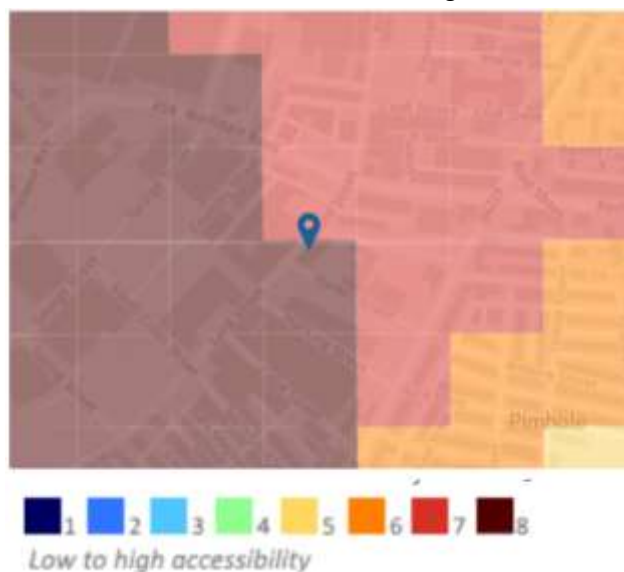


Figure 7 - Site Accessibility (GM Mapping Tool)

3.30 Site Linkages to Sustainable Transport

3.31 The map in the figure below shows the sites linkages to sustainable transport, to bus stops, cycle routes and nearby crossings. The figure below, taken from the GM Mapping Tool, shows the bus stops, crossings and cycle routes near the site.

Summary

National Travel Survey

Table 3 - Mode Share of Travel to Secondary School

Year	Age	Walk (%)	Pedal Cycle (%)	Car or Van (%)	Private Bus (%)	Local Bus (%)	Rail (%)	Other Transport (%)	All Modes (%)
2022	11 to 16	41	6	26	7	16	2	2	100

Year	Age	Average Trip Length (miles)
2022	11 to 16	3.1

Table 5 - Travel Mode and Trip Lengths

Year	Age	Trip Length	Walk (%)	Pedal Cycle (%)	Car or Van (%)	Bus (%)	Other Transport (%)	All Modes (%)
2022	11 to 16	under 1 mile	90	1	5	4	0	100
2022	11 to 16	1 to under 2 miles	62	7	19	12	0	100
2022	11 to 16	2 to under 5 miles	7	11	42	38	2	100
2022	11 to 16	5 miles and over	0	0	37	44	19	100
2022	11 to 16	All lengths	41	6	26	24	4	100

3.37 The above Tables show a significant level of walking trips and these will be for the shorter journeys. Table 5 shows that the majority of children walk to school for journeys under 1 mile and a high proportion walk to school for journeys upto 2 miles. The school proposal in Lord Street will serve the local community and as such a very high proportion should walk to the school.

4.0 Development Proposals

4.1 The proposed development is for the change of use of the vacant ground floor of Khizra House from a commercial use to an independent high school for Islamic girls. The proposed school will have a capacity for 120 pupils. The proposed site is located on the ground floor of Khizra House, Lord Street, Bury, BL9 0RE.

4.2 The Ground Floor will provide

- No classrooms
- Dining Area
- Kitchen
- Multipurpose Room
- Headteachers Office
- Staffroom
- Meeting Room
- Ablution and WC
- Accessible/Medical WC
- Reception Lobby
- Reception Office
- Meeting Room
- Courtyard

4.3 The hardstanding area will provide 12 car parking spaces including 2 mobility spaces, bin store and the sheltered cycle storage area will be retained.

4.4 The figure below shows the proposed site layout. **Appendix A** contains the proposed site layout drawings.



Figure 9 - Proposed Site Layout

4.5 Cycle Parking

- 4.6 The scheme will retain the covered cycle shelter onsite for use by the proposed school.

5.0 Travel Plan Approach

- 5.1 National Planning Practice Guidance: Travel Plans (2014) provides advice on travel plans including what should be included and how they should be monitored.

What are Travel Plans?

- 5.2 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.
- 5.3 Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

What information should be included in Travel Plans?

- 5.4 Travel Plans should set the specific outcomes, targets and measures required to deliver a reduction in single occupancy car use and encourage sustainable travel.
- 5.5 They should evaluate and consider:
- benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;

- relevant information about existing travel habits in the surrounding area;
- proposals to reduce the need for travel to and from the site via all modes of transport; and
- provision of improved public transport services.

5.6 They may also include:

- parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and
- proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

How should Travel Plans be monitored?

5.7 Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.

5.8 The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer and the Local Planning Authority.

5.9 Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.

6.0 Travel Plan Objectives and Indicators

6.1 Objectives are required to give the Travel Plan a direction and focus. The objectives of the Travel Plan are :-

- To improve access and provide safe access to the site by a variety of transport modes;
- To maximise the proportion of staff and pupils travelling to and from the site by sustainable modes, for example, public transport, walking and cycling;
- To provide information regarding the choice of alternative transport modes available;
- To promote healthy lifestyles and a sustainable vibrant community i.e. through raising awareness of the environmental and health benefits of using more sustainable modes of transport;
- To manage the demand for car parking; and
- To minimise traffic generation on the local road network.

6.2 The proposed development is well located to encourage sustainable travel journeys and the proposed development benefits from a number of features :-

- The site is served by public transport with Bury bus and tram interchange close by and bus stops located on the roads close to the site.
- There are between 25.5 - 26 services per hour operate along Rochdale Road and Heywood Street all within a maximum walk of approximately 230 metres from the site and taking around 2-3 minutes.
- Bury bus and tram interchange is located approximately 750 metres to the southwest of the site, a walk of around 10 minutes. There is a cycle hub located at the interchange and the Green Tram Line operates from the interchange.
- The site is located approximately 100 metres from a Retail Park offering a range of shops and services including a convenience store, approximately 100 metres from Rochdale Road offering a range of shops and services and approximately 750 metres from Bury town centre offering a wider range of shops and services found in a town centre including Bury Market which will enable shopping trips to be undertaken by staff before work, during lunch breaks or after work by walking trips;
- There is good infrastructure located in the immediate vicinity of the proposed development to encourage walking and cycling journeys and sustainable travel journeys including
 - cycle routes close by;
 - bus stops a very short distance away;
- Pedestrian crossing facilities across Rochdale Road and Heywood Street in several locations, and;
- Covered cycle stands within the site.

6.3 Travel Plan Targets

6.4 Targets are measurable goals which are set to assess whether the objectives have been achieved. Targets should be SMART (Specific, Measurable, Achievable, Realistic, Time-bound).

6.5 The Travel Plan targets will be established after the travel survey of staff and pupils is undertaken. The Travel Plan targets will be set after the travel survey is undertaken within 3 months of the school opening. The initial target will aim to achieve a 10% mode shift from single car occupancy.

6.6 Travel Plan Measures

Travel Plan Co-ordinator (TPC)

6.7 The TPC will have the responsibility for the Travel Plan including the implementation of measures identified in the Travel Plan and the monitoring and review of those measures. The TPC will have responsibility of liaising and communicating with local business to arrange use of their car parks for park and stride schemes. The Applicant will appoint the TPC to undertake the management and delivery of the Travel Plan and measures. The TPC will have access to a budget for delivering the agreed measures within the Travel Plan.

- Staff, Student and Parent Travel Information Pack
- 6.8 Initial travel information showing sustainable transport routes, bus and tram routes and timetables will be provided as a pack of information to staff, students and parents when they join the school so that sustainable travel is embedded from the outset. Information on the igo card for student bus and tram travel and BeeNetwork travel cards for adult should be provided at this stage. This will be provided in a digital or paper format. The Travel Information Pack (and other regular communication with staff and parents) will be used to explain to staff and students that when travelling to school by car they should park in a considerate manner (complying with any traffic regulation orders, to park in nearby parking spaces and not to park outside residential properties).
- Walk to School Week
- 6.9 The TPC will be responsible for informing staff, students and parents of this event through regular communications and producing publicity information to market this event.
- The Big Pedal
- 6.10 The TPC will be responsible for promoting the Big Pedal fortnight and encourage staff, students and parents to participate in this event. The TPC will be responsible for ensuring this event is publicised to staff, students and parents through regular communications.
- Car Sharing
- 6.11 Car sharing opportunities may be promoted to staff at the school. The TPC could explore opportunities to promote other car sharing initiatives with an option being to promote : www.liftshare.com and www.carsharegm.com
- Travel Planning
- 6.12 As part of the programme for providing travel information and advice to staff, students and parents, the TPC could arrange for travel planning tools to be shared with staff, students and parents as appropriate, which could include the following websites :
www.tfgm.com/cycling
<https://tfgm.com/cycling-and-walking>
www.manchester.cyclestreets.net/journey/
www.my.tfgm.com/#/planner/
www.liftshare.com
www.carsharegm.com
- Staff and Student Travel Survey
- 6.13 The Applicant, via the TPC, will undertake a travel survey of staff and students to assess how they are travelling to and from the school site. The survey will also ask questions on the method of travel for staff and students and will also request information on car parking locations for staff and students that travel by car. The travel survey will be undertaken within 3 months of the school opening. The survey is

proposed to be discussed within the school management committee meetings and findings and/or actions shared with the wider school community. The survey will be conducted in a way, and results shared in a way, that will not identify any individual taking part.

7.0 Travel Plan Implementation and Monitoring

7.1 A Travel Plan has been produced but it is important to set out how it can be implemented once the occupation of the school starts to take place. The Table below provides an Implementation Programme for the Travel Plan. This Implementation Plan will provide a focus for the TPC when developing the full Travel Plan.

Table 6 - Implementation Plan

Timescale	Activity
Prior to Occupation / On Occupation	Appoint Travel Plan Co-ordinator
	Travel Information Pack produced and ready for distribution prior to the start of term
	Liaison with local business community on possibility of using car parks for a brief am and pm period for park and stride to school
	Audit of pedestrian, cycle, walking and public transport access to the school.
3 to 6 months	Travel Surveys undertaken
	Identify Travel Plan measures
	Review Travel Plan objectives and mode share
	Submit Revised Travel Plan
Review Every Year	Undertake Travel Survey
	Review travel survey results against mode share targets and objectives

7.2 To gauge the success of the Travel Plan it is important for the TPC to monitor the implementation of travel plan measures. The TPC will be responsible for distributing and analysing the travel surveys.

7.3 The Table below shows the main areas of monitoring activity identified for the Travel Plan.

Table 7 - Monitoring Schedule

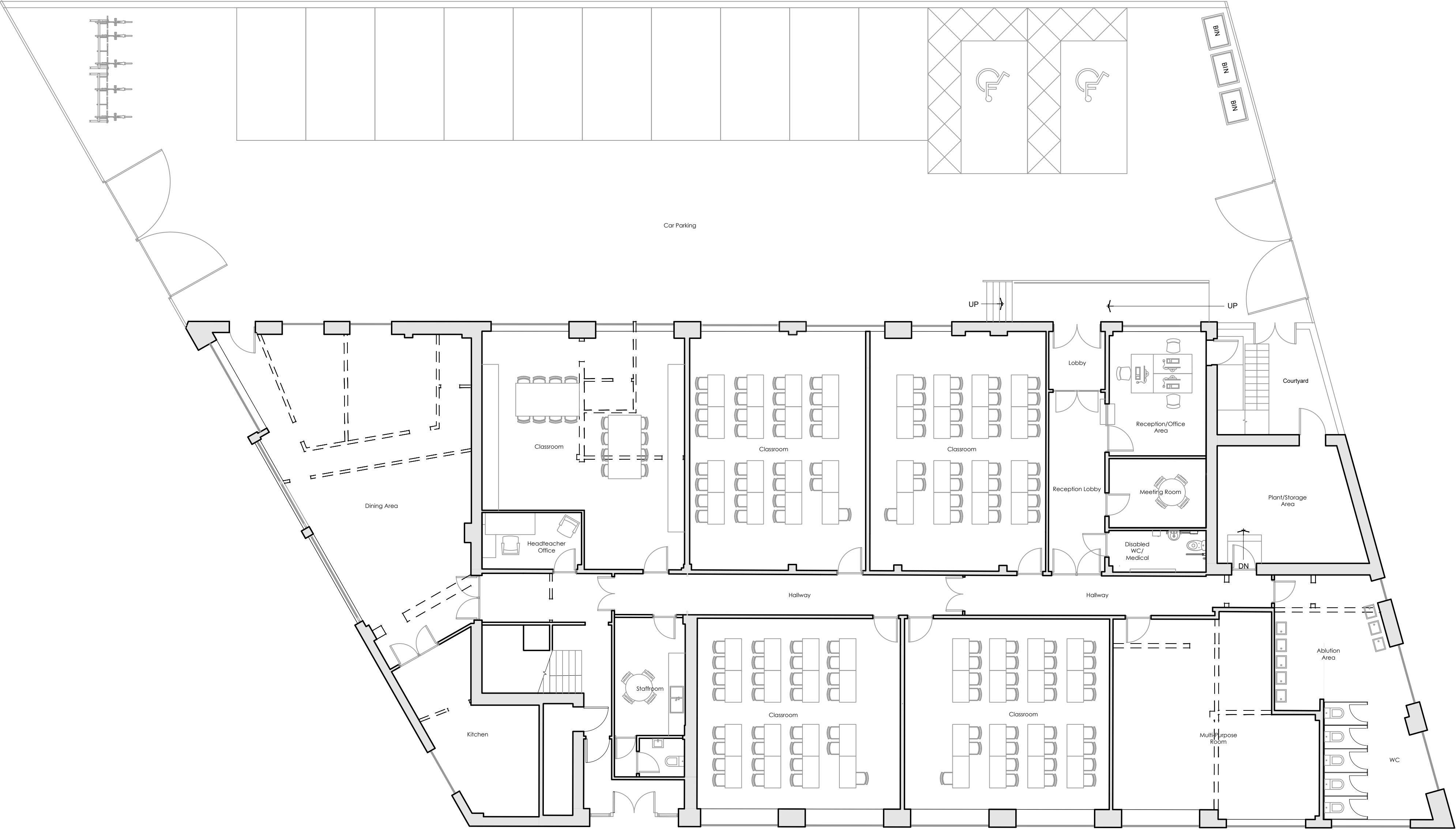
Monitoring Type	Monitoring Method
Mode of travel by staff and students	Every year travel survey
Car use by staff and students	Every year travel survey
Car parking survey	Every year parking survey
Cycle parking usage	Every year travel survey, every other year parking surveys
Use of car share initiatives	Every year travel survey
Use of public transport	Every year travel survey
Use of Park and Stride	Every year travel survey

- 7.4 A Travel Questionnaire is provided in **Appendix B**. The results of the travel survey will be reported after the survey is undertaken and analysed. A draft Action Plan is contained in **Appendix C**.

8.0 Summary and Conclusions

- 8.1 This Travel Plan (TP) has been produced to support a planning application for the change of use of the vacant ground floor of Khizra House from a commercial use to an independent high school for Islamic girls.
- 8.2 The TP describes the existing sustainable transport infrastructure and services that are available to reduce the number of private car trips that are generated by the education development, especially single occupancy car trips. Information will also be provided to staff, students and parents to support and encourage them to travel to the site by means other than by single occupancy vehicles.
- 8.3 The TP includes measures and initiatives to encourage staff, students and parents to travel by means other than the private car. Travel surveys will be carried out and monitoring carried out every year and monitored over a 5-year period after occupation of the school. It is hoped the strategies, events and understanding of the importance of sustainable travel will be positively received by the staff, students and parents and monitoring will continue beyond the five-year period and continuing improvement strived for.
- 8.4 The TP aims to reduce the number of single occupancy private vehicle trips and the number of weekday peak hour vehicle trips for the benefit of the local community, other road users, the safety and health and well-being of students and the environment. The TP will also aim to reduce the demand for parking in the area and minimise the number of vehicles that use the road network. The TP will aim to encourage more trips to be made by sustainable transport and this will be beneficial for staff, students, parents and the community in terms of their health and well-being.

Appendix A



PROPOSED GROUND FLOOR PLAN 1:50

	DAISYFIELD BUSINESS CENTRE SUITE 312 APPLEBY STREET BLACKBURN LANCASHIRE BB1 3BL TEL: 01254 693922	CLIENT	PROJECT TITLE	DRAWING STATUS		
		MR. IFTI AHMED	PROPOSED CHANGE OF USE FROM CLASS E TO CLASS F1 (PROVISION OF EDUCATION) INCLUDING ANCILLARY ACCOMMODATION AND TEACHING CLASSROOMS AT: KHIZRA HOUSE, LORD ST, BURY, BL9 0RE	PLANNING DRAWING FOR APPROVAL		
		DRAWING TITLE		DRAWING PATH		
		PROPOSED GROUND FLOOR PLAN		SCALE 1:50/200 on A1 Sheet		DWG No. 02
				DATE 03/05/24		
				DRAWN	DESIGN	
PROJECT NO. 066/2023/WSA			REV.			

Appendix B

School Travel Plan Survey

Our school is currently implementing a Travel Plan to look at how everyone at our school travels to and from school. It is to try and help with any issues or problems we may have on our journey to and from school, such as lots of cars at the school gate. It also looks at ways to encourage walking and cycling to and from school and to help improve the health and wellbeing of the students and staff at our school. This survey is your chance to put forward your opinions and experiences and the results of this survey will be used to set the aims of the School Travel Plan.

Question 1

Which school year are you in? (please tick)

Y7	
Y8	
Y9	
Y10	
Y11	

Question 2

How do you usually travel to and from school?

Travel Mode	To school (tick one)	From School (tick one)
Walk		
Cycle		
Park and Stride		
Bus		
Train		
Car		
Car share		
Other (please state)		

Question 3

If you Park and stride where do you usually park? (give the name of the road or car park if you know the name)

Question 4

How long does your journey usually take? (please tick)

10 minutes or less	
10-20 minutes	
20-30 minutes	
30-40 minutes	
Over 40 minutes	
Unsure	

Question 5

If you are driven to and from school by car what is your main reason why? (please tick)

It is too far away to walk or cycle	
Your parents drop you off on their way to somewhere else	
Not enough time to travel by other means	
Concerns over safety	
Cost	
Health reasons	
Other (please state)	

Question 6

If you travel to and from school by car, would you consider park and stride? (please tick)

Yes	
No	

Question 7

In an ideal world what would be your favourite way to travel to and from school?

Travel Mode	To school (tick one)	From School (tick one)
Walk		
Cycle		
Park and Stride		
Bus		
Train		
Car		
Car share		
Other (please state)		

Question 8

What would help to make walking to and from school more attractive to you? (please tick)

Improved pavements	
Improved street lighting	
Safer road crossings	
Others to walk with	
Road safety training	
Other (please state)	
Nothing (please state)	

Question 9

What would help to make cycling to and from school more attractive to you? (please state)

More cycle lanes	
Improved street lighting	
Safer cycle route	
Improved cycle storage	
Bikeability Training	
Other (please state)	
Nothing (please state)	

Question 10

If there is anything else you would like to share please put any other information or comments here about your journey to and from school.

THANK YOU FOR COMPLETING THIS SURVEY! PLEASE RETURN IT TO THE SCHOOL

Appendix C

Lord Street Bury – School Travel Plan Action Plan

Action		Responsibility	Timescale
1.	Travel Plan Coordinator (TPC)		
	○ Agree brief of appointment /responsibility with management team	Operator	○ prior to occupation
	○ Appoint School Travel Plan Co-ordinator	Operator	○ prior to occupation
2.	Liaison		
	○ Liaison with local businesses on park and stride	TPC	○ Prior to occupation
3.	Access Audit		
	○ Audit of pedestrian, cycle, walking and public transport access to the site	TPC	○ prior to occupation / completed
4.	Undertake Travel Surveys	TPC	○ after occupation
5.	Prepare digital or paper Travel Guide/TP Marketing Literature		
	○ Information and advice concerning pedestrian/cycle routes to/from the school.	TPC	○ prior to occupation
	○ Bus route maps and timetables	TPC	○ prior to occupation
	○ Details of car sharing schemes	TPC	○ prior to occupation
	○ Contact details of TP Co-ordinator	TPC	○ prior to occupation
6.	Design Travel Plan Infrastructure into development	Operator	○ provided as part of the development / completed
7.	Set up travel database	TPC	○ within 2 months of occupation
8.	Personalised journey plan available for each staff member (if requested).	TPC	○ within 2 months of occupation
9.	Travel Plan Development		

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|--|---------------------------|---------------------------------|
| ○ Develop Travel Plan to 'Final' status – to include results of travel surveys, revised mode share targets (as appropriate) and details of confirmed measures. | TPC /Site Management Team | ○ Within 6 months of occupation |
| ○ Implement 'Final' Travel Plan | TPC | ○ Within 6 months of occupation |
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