



Department for Education

The Blue Coat School, Oldham

Transport Statement

July 2021



Department for Education

The Blue Coat School, Oldham

Transport Statement

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PROJECT NO: 325874
DATE: July 2021

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	210706 J325874 TS v1.1.docx	MA	07 July 2021	Draft	LW	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	02 July 2021	ME	Draft for client team review
1.1	07 July 2021	ME	Draft following client team comments

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APPENDIX C Bus Timetables

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1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by the Department for Education (DfE) to provide transport planning and highways advice in relation to a planning application at The Blue Coat School on Egerton Street in Oldham, Greater Manchester.

1.1.2 The planning application comprises the following two key elements;

- a new permanent on-site car park area that will provide an additional 41 parking spaces to safely accommodate the existing parking demand generated by The Blue Coat School; and
- 9 temporary classrooms located within the new car parking area which will accommodate the Brian Clarke CE Academy (BCA) while the school's permanent site is constructed.

1.1.3 The Blue Coat School site on Egerton Street is shown in [Figure 1.1](#).

Figure 1.1: The Blue Coat School Site



1.1.4 A site visit and parking survey were undertaken on Wednesday 23rd June 2021.

1.2 Background Information

Requirement for additional permanent parking:

- 1.2.1 The existing on-site car parking provision at The Blue Coat School is inadequate, both in terms of capacity and also from a safety perspective.
- 1.2.2 The number of cars that regularly park at the school site significantly exceeds the number of allocated spaces, resulting in unmanageable and inappropriate parking throughout the school site. This in turn leads to serious safety concerns due to vehicles parking in restricted areas, on footways and pedestrian thoroughfares, and blocking emergency access routes.
- 1.2.3 Given the volume of vehicles that currently park in unallocated areas and the associated safety concerns, this would strongly suggest that there is a significant under-provision of appropriate parking and therefore a requirement to increase the permanent parking provision at the school site.
- 1.2.4 Further evidence to support an increase in parking provision is set out in this TS, including the existing parking provision and parking survey data at the school as detailed in [Section 2](#) and [Section 5](#) respectively.
- 1.2.5 In addition to providing new parking spaces, The Blue Coat School is also seeking to reduce parking demand at the site through the implementation of a Travel Plan, which is aimed at reducing single-occupancy car trips and encouraging the use of sustainable modes of travel.
- 1.2.6 The Blue Coat School is currently in the process of updating their existing Travel Plan, which was originally developed in conjunction with Oldham Council. The school's Travel Plan is described in [Section 4](#).

Requirement for temporary classrooms:

- 1.2.7 The BCA, which will be run by The Cranmer Education Trust (CET), was approved by the DfE to meet basic educational needs in the secondary sector in Oldham. Current data predicts that in September 2022, 175 11-year olds in Oldham will not have a school place due to insufficient capacity. Without the 240 places to be provided by the BCA, the Council and Local Authority will not be able to meet their statutory duty.
- 1.2.8 Existing schools in the region are at capacity because of an increase in pupil numbers and most have bulge years across the school. As a result, there is no further capacity in secondary education, and therefore the BCA must open in September 2022 to meet basic secondary educational needs in Oldham.

- 1.2.9 The permanent site for the BCA will be in Oldham Town Centre, located off Booth Street, however the construction programme is not scheduled to complete until the end of February 2023, and therefore there is a requirement to provide temporary accommodation during the interim period.
- 1.2.10 The permanent site is constrained and attempting to install temporary accommodation for 240 pupils on a building site would compromise the whole delivery programme. It is therefore essential that a temporary location is identified, and as the BCA will serve children from across Oldham, the temporary site must be located in close proximity to the town centre with comparable levels of accessibility.
- 1.2.11 The Blue Coat School, one of the existing schools in the CET, has agreed to provide the temporary location for the BCA until the school's permanent site is constructed. The Blue Coat School is ideally located in Oldham, being approximately 1.2km from the permanent site, and within easy walking distance of Oldham Central Bus Station (700m/ 9-minute walk) and Oldham Mumps Metrolink Stop (650m/ 8-minute walk).
- 1.2.12 Further details regarding the staff and student numbers, parking provision, operational arrangements and management measures at the BCA are included in [Section 3](#). This demonstrates that the two schools can operate separately during this temporary period, with minimal disruption to each school and limited impact on the local highway network.

1.3 Methodology and Report Structure

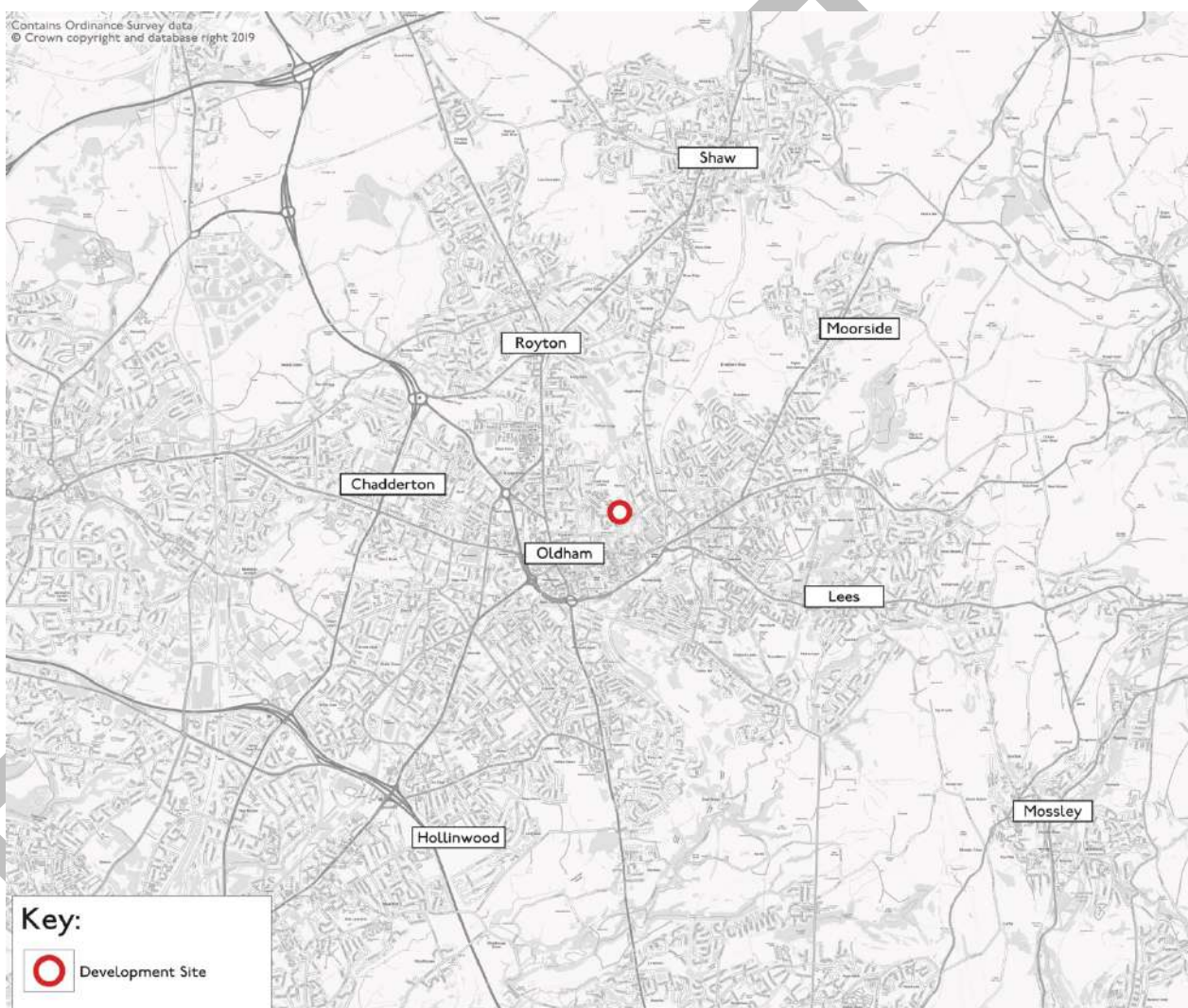
- 1.3.1 The methodology of the TS adopts the guidance set out with the Department for Transport (DfT) 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded 'Guidance on Transport Assessment' (2007).
- 1.3.2 While the 2014 guidance places a focus on agreeing a scope of works with the Local Highway Authority, the 2007 guidance nonetheless remains instructive and therefore informs the overall structure of the TS.
- 1.3.3 Following this introduction, the TS has been structured as follows:
- [Chapter 2](#) describes the site location, local highway network and existing parking provision;
 - [Chapter 3](#) outlines the development proposals, vehicular access and parking;
 - [Chapter 4](#) details accessibility by non-car modes, including public transport, cycle and on foot, and the school's Travel Plan;
 - [Chapter 5](#) describes the staff travel and parking survey data;
 - [Chapter 6](#) summarise and concludes the findings of the report.

2. Existing Site Conditions

2.1 Site Location and Existing Use

2.1.1 As shown in Figure 2.1, The Blue Coat School site is located to the northeast of Oldham, approximately 500m from the town centre.

Figure 2.1: Site Location Plan



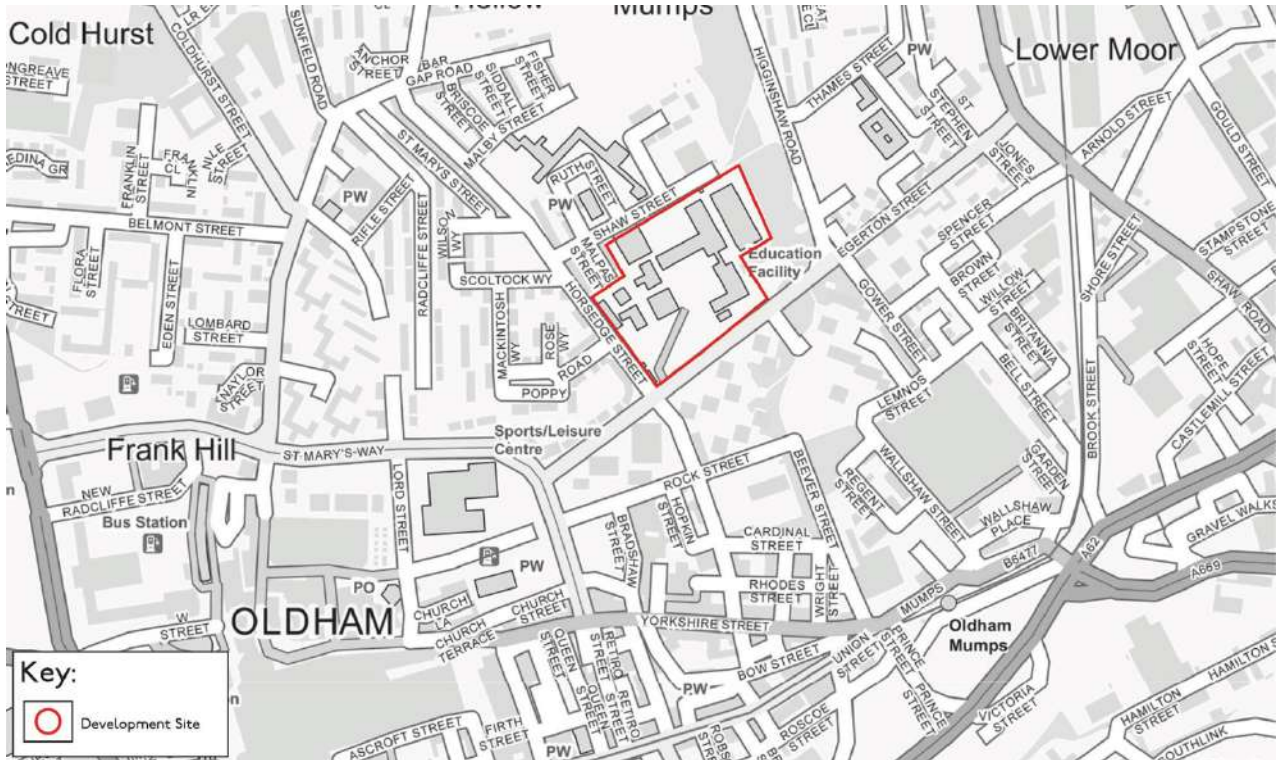
2.1.2 The Blue Coat School has a total of 94 classrooms and has 1,715 students and employs a total of 206 staff. The school also hosts training events for teachers from other schools, although due to the Covid19 pandemic these events are not currently taking place.

2.2 Local Highway Network

2.2.1 The school site is bound by Egerton Street to the south, Horsedge Street to the west, Shaw Street to the north and a wooded embankment to the west.

2.2.2 The location of the site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2: Local Highway Network Plan



Egerton Street

- 2.2.3 Egerton Street provides the main vehicular and pedestrian access into the site and is located on the south boundary of the site. Egerton Street extends on a northeast-southwest alignment providing access to Shaw Road to the north and St Mary's Way to the south.
- 2.2.4 In vicinity of the site, Egerton Street has a carriageway width of c.6.9m wide, provides one lane in each direction and is subject to a 30mph speed limit. On-street parking is restricted through no waiting at any time road marking on either side of Egerton Street.
- 2.2.5 A four-arm mini roundabout is located on the southwest corner of the site. Starting from the east arm and continuing clockwise, the roundabout provides access to Egerton Street (SB), Horsedge Street (NB), Egerton Street (NB) and Horsedge Street (SB).
- 2.2.6 The mini roundabout benefits from uncontrolled pedestrian crossings in the form of tactile paving and dropped kerbs on each arm. During the school drop-off/pick-up period, a crossing guard is provided on Egerton Street (SB) and Horsedge Street (SB).
- 2.2.7 The extent of the mini roundabout is shown in Figure 2.3.

Figure 2.3: Egerton Street / Horsedged Street - Mini Roundabout (image source: Google Earth)



- 2.2.8 To the south of the mini roundabout a school bus drop-off/pick-up layby is provided on either side of Egerton Street. On the SB carriageway a bus layby approximately 18m in length is provided, while on the NB carriageway a bus layby approximately 60m in length is provided.
- 2.2.9 On site observations found that the school bus services arrive and depart sporadically during the school drop-off period, while during the school pick-up period a total of six buses utilise the NB school bus layby simultaneously and one bus utilises the SB school bus layby.
- 2.2.10 [Photograph 2.1](#) shows the utilisation of the school bus laybys during the school pick-up period.

Photograph 2.1: School Bus Laybys on Egerton Street



2.2.11 Regular bus stops are also located on Egerton Street, to the east of the mini roundabout. The northbound bus stop is located approximately 17m east of the site access and consists of a pole, while the southbound bus stop is located approximately 170m from the site access and consists of a shelter, seating area, lighting, bus service information and a litter bin.

2.2.12 The extent of the southbound bus stop is shown in [Photograph 2.2](#).

2.2.13 To the east of the mini roundabout, a shared footway/cycleway with a width of c.3m wide is located on either side of Egerton Street. To the west of the mini roundabout cyclist are diverted on-road for approximately 140m before the shared footway/cycleway continues onto St Mary's Way.

2.2.14 The extent of the footway/cycle way on Egerton Street is shown in [Photograph 2.3](#) and [Photograph 2.4](#).

Photograph 2.2: Bus Stop Egerton Street (Southbound)



Photograph 2.3: Footway / Cycleway on Egerton Street (southbound)



Photograph 2.4: Footway / Cycleway on Egerton Street (northbound)



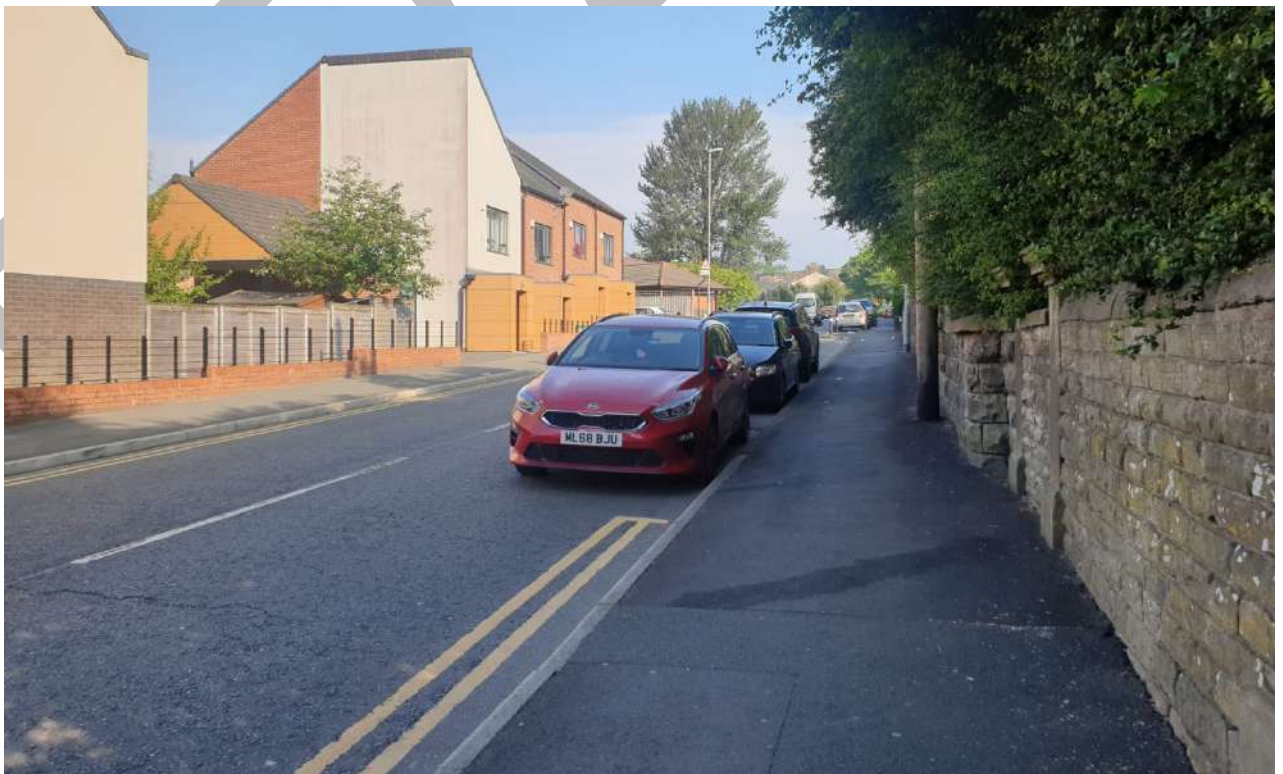
Horsedge Street

- 2.2.15 Horsedge Street is located on the west boundary of the site and extends on a north-south alignment. Adjacent to the site, Horsedge Street has a carriageway width of c.6m wide providing one lane in each direction and is subject to a 30mph speed limit.
- 2.2.16 In vicinity of the mini roundabout, on-street parking restricted on Horsedge Street through no waiting at any time road marking on either side.
- 2.2.17 To the north of the mini roundabout, on-street parking is restricted on either side of Horsedge Street for approximately 90m, before continuing on the west side of Horsedge Street only. At this location on-street parking is permitted on the east side of Horsedge Street for approximately 90m (to the junction with Shaw Street). On site observations found parents utilise this section of Horsedge Street as a drop-off/pick-up point for the school.
- 2.2.18 The extent of Horsedge Street SB is shown in [Photograph 2.5](#) and [Photograph 2.6](#).

Photograph 2.5: Horsedge Street (Southbound)



Photograph 2.6: Horsedge Street (Northbound)



2.2.19 To the south of the mini roundabout, on-street parking is restricted through no waiting at any time road marking on either side of Horsedge Street for approximately 10m, before continuing on the west side of Horsedge Street only. At this location 'pay and display' parking is available with charges applied between 8am-6pm Monday to Saturday. On site observations found parents also utilise this section of Horsedge Street as a drop-off/pick-up point for the school.

2.2.20 The extent of Horsedge Street at this location is shown in [Photograph 2.7](#).

Photograph 2.7: Horsedge Street (Northbound)



2.2.21 Footways with a width of c.2m wide are provided on either side of Horsedge Street. The footways benefit from good quality surfacing, providing access for all users, accounting for varying levels and types of disability, including visual impairment.

Shaw Street

2.2.22 Shaw Street is located on the north boundary of the site and extends on an east-west alignment providing access to Horsedge Street to the west and vehicular access to the school's sports department to the east.

2.2.23 The vehicular access to the school's sport department is currently utilised by staff for additional parking. The access is approximately 6m wide and is gated.

2.2.24 Temporary access to the school's sixth form college is located on Shaw Street and utilised by sixth form students only. The extent of the sixth form college access is shown in [Photograph 2.8](#).

Photograph 2.8: Sixth Form Pupil Access on Shaw Street

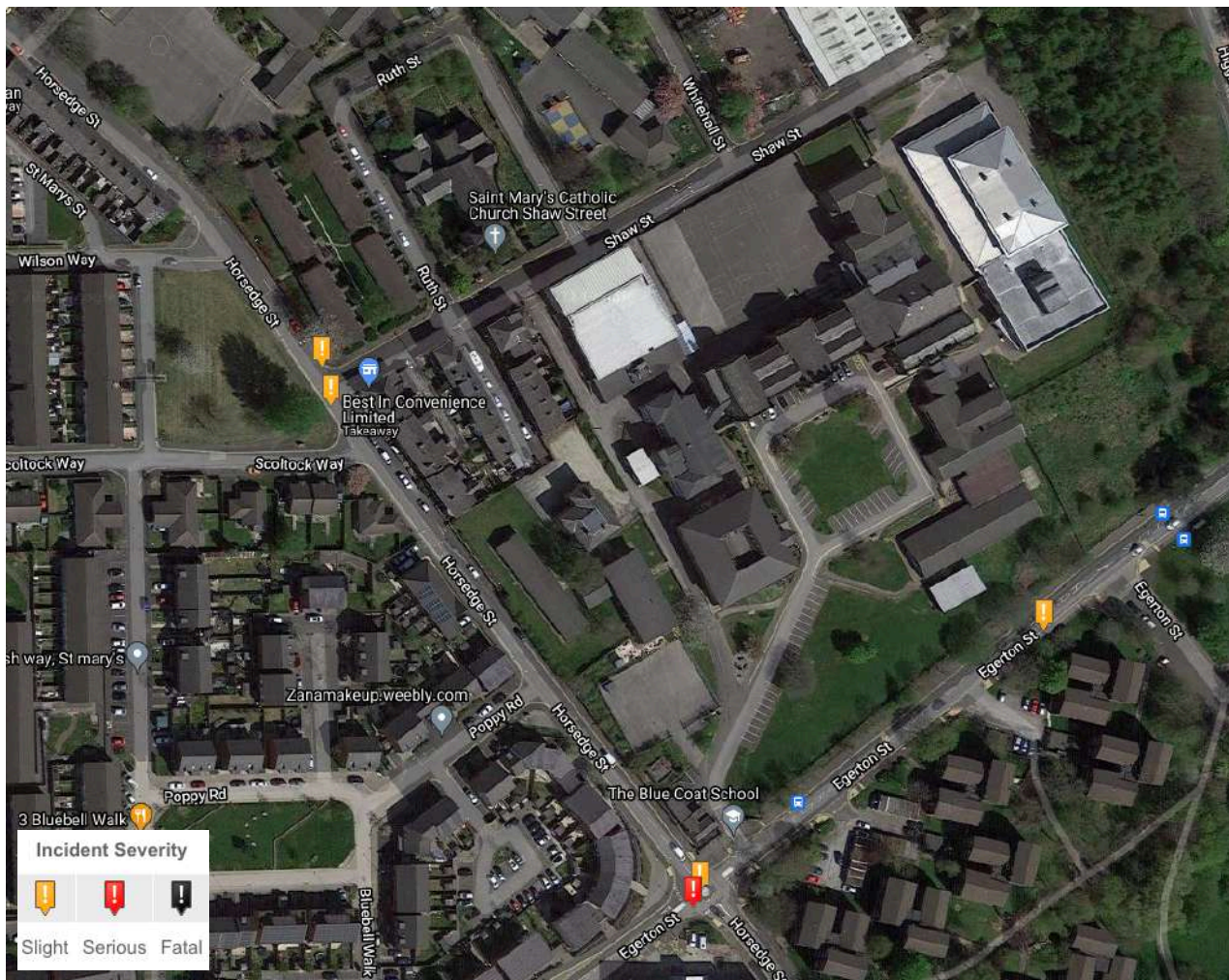


2.2.25 Shaw Street has a carriageway width of c.6.3m wide, providing one lane in each direction and c.2m wide footways on either side. On-street parking is restricted through no waiting at any time road marking on the north side of Shaw Street, with on-street parking permitted on the south side of the carriageway.

2.3 Road Safety

2.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recent 5-year period between June 2016 and June 2020. The study area includes Egerton Street, Horsedge Street and Shaw Street, as shown in [Figure 2.3](#).

Figure 2.3: Personal Injury Collision Data (source: Crashmap)



2.3.2 The analysis shows that there were five PICs reported on the local highway network during the 5-year study period, including four slight collisions and one serious collision. Further detail on the collisions is shown in [Table 2.1](#).

Table 2.1: PIC Analysis

Severity	Location	Date	Time	Vehs Involved	Peds Involved	Additional Information
Serious	Egerton St/ Horsedg St Rdbt	Thursday 4 th April 2019	08:50pm	1	1	Involved young driver
Slight	Egerton St/ Horsedg St Rdbt	Monday 30 th April 2018	08:31pm	2	-	-
Slight	Egerton St	Thursday 3 rd November 2016	09:02pm	2	-	Wet and dark conditions

Severity	Location	Date	Time	Vehs Involved	Peds Involved	Additional Information
Slight	Horsedge St (south of Shaw St)	Thursday 16 th May 2019	08:02pm	1	1	Child casualty
Slight	Horsedge St (north of Shaw St)	Tuesday 5 th November 2019	08:39am	1	1	Involved young driver

2.3.3 Analysis of the PIC data shows that four of the collisions occurred in the evening after staff and students would have typically left the school site. The only PIC reported during the school day occurred in the morning on Horsedge Street (north of Shaw Street) and involved a young driver. The only serious collision was reported at the Egerton Street/ Horsedge Street roundabout and occurred on a weekday evening involving a pedestrian and a young driver.

2.3.4 No fatal collisions were report on the local highway network during the 5-year study period.

2.3.5 Based on the frequency and severity of collisions reported there is no evidence to suggest that the highway layout, design or condition are significant factors in PICs recorded on the local highway network. There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

2.4 Existing Access Arrangement

2.4.1 All students and staff would typically access the site via the gated access off Egerton Street, although during the Covid19 pandemic 6th formers are currently using the Shaw Street access to allow for social distancing.

2.4.2 Students are not permitted to be dropped-off on-site, other than for specific pre-approved reasons (e.g. visually impaired students). Students are usually dropped off on Horsedge Street and Egerton Street adjacent to the school site.

2.4.3 At the Egerton Street/ Horsedge Street roundabout there is usually two crossing patrols and the school has a formal staff supervision rota in place for the start and end of the day.

2.5 Existing Parking Provision

2.5.1 The Blue Coat School currently has 60 formal parking spaces, including 58 regular spaces, 1 Headteacher space, 1 CEO space. An additional 3 visitor spaces are also provided.

2.5.2 As described previously, the number of cars that regularly park at the school site significantly exceeds the number of allocated spaces, resulting in unmanageable and inappropriate parking throughout the school site.

2.5.3 During a site visit undertaken on Wednesday 23rd June 2021, the on-site parking was observed and it was confirmed that there was a significant amount of parking in unallocated areas.

2.5.4 Triple-parking was observed in the main car parking area which resulted in other cars being blocked in parking spaces, and parking was also observed in the areas between buildings. [Photograph 2.1](#) shows car parked in the main parking area, including triple-parking blocking vehicles in spaces.

Photograph 2.1: Formal Parking Area and Triple-Parking



2.5.5 [Photograph 2.2](#) and [Photograph 2.3](#) shows cars parked in the areas between school buildings.

Photograph 2.2: Formal Parking Area and Triple-Parking



Photograph 2.3: Formal Parking Area and Triple-Parking



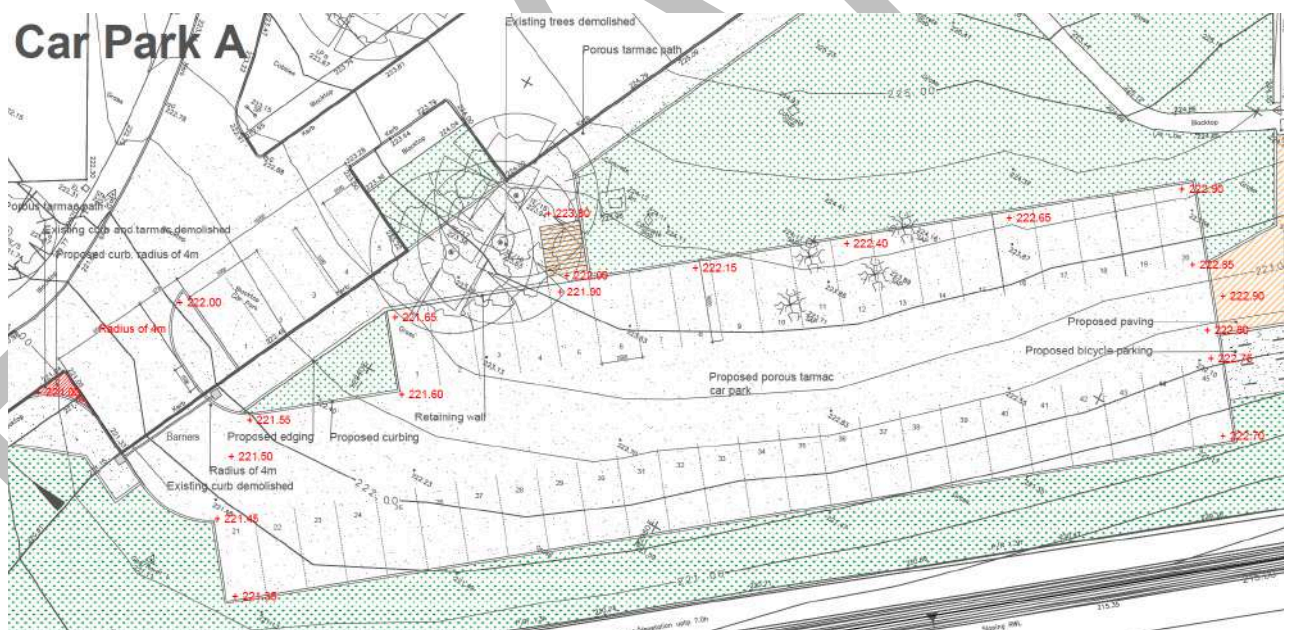
- 2.5.6 The under-provision of parking results in unmanageable and inappropriate parking throughout the school site. This in turn leads to serious safety concerns due to vehicles being parking in restricted areas, on footways and pedestrian thoroughfares, and on emergency vehicle access routes.
- 2.5.7 As advised by the school, staff that are blocking other cars are told to move their car at 3pm. At this time staff will park their cars on footways, double-yellow lines, access routes and at the main access to the site in order to allow other vehicles to leave the site. This results in a chaotic period each afternoon that further compounds the parking issues at the site and resulting safety concerns.
- 2.5.8 As also advised by the school, some staff do park on Shaw Street, however on-site parking is preferred due to criminal activity in the area.
- 2.5.9 A survey was conducted on Wednesday 23rd June 2021 to record the existing on-site parking demand, as summarised in [Section 5](#).

3. Development Proposals

3.1 Additional On-Site Parking Provision

- 3.1.1 The planning application includes a new permanent on-site car parking area that will provide 45 parking spaces. The new car park is located on land between Egerton Street to the south and existing parking spaces along the access road to the north.
- 3.1.2 Barrier controlled access to the car park will be provided from the school's main access road and will comprise a 6m wide access road and 4m kerb radii at the bell-mouth. The access junction to the new car park will result in the loss of 4 existing parking spaces, and therefore the net increase in allocated parking at the school will increase by a total of 41 spaces.
- 3.1.3 The additional 41 spaces will result in a total car parking provision of 101 spaces at the school.
- 3.1.4 The proposed car parking layout and access arrangement is shown in Figure 3.1, with the full layout drawing attached in Appendix A.

Figure 3.1: Proposed Permanent Park Provision



- 3.1.5 As described previously, the existing on-site car parking provision at The Blue Coat School is inadequate, both in terms of capacity and also from a safety perspective. Site observations have shown that parking demand at the school site significantly exceeds the number of existing parking spaces, resulting in unmanageable and inappropriate parking throughout the school site.

3.1.6 This in turn leads to serious safety concerns due to vehicles being parking on footways and pedestrian thoroughfares and blocking emergency vehicle access routes. These safety concerns require proper long-term management through the provision of additional parking spaces.

3.1.7 Parking standards for the local authority area of Oldham Council have been taken from Appendix 11 of Oldham Council's – Joint Core Strategy and Development Management Policies, adopted in November 2011.

3.1.8 The parking standards do not specifically include secondary schools and so parking standards for 'Higher and Further Education' have been utilised to provide an indication of the potential parking requirements of the site, as shown in [Table 3.1](#).

Table 3.1: Oldham Council's Parking Standards

Land Use	Maximum Parking Standards	Threshold from and above which standard applies
Higher and Further Education	1 space per 2 staff + 1 space per 15 students	2,500 sqm

3.1.9 As the school is not a higher or further education site, the parking standards in [Table 3.1](#) are not completely applicable. As this is a secondary school and students are not expected or permitted to parked at the site, it is reasonable to omit the student parking standards and focus on the staff parking standards.

3.1.10 On this basis, the school currently employs 206 staff and therefore the total parking provision of 101 spaces (60 existing spaces plus 41 new spaces) complies closely with Oldham Council's maximum parking standards.

3.1.11 In order to provide further evidence to support to provision of new parking spaces, a car parking survey has been undertaken at the school which quantifies the level of parking demand, The parking survey is detailed in [Section 5](#).

3.1.12 In summary, the proposed parking provision is supported and justified by the following:

- Survey data showing that parking demand significantly exceeds the existing on-site parking spaces resulting in unmanageable and inappropriate parking throughout the school site;
- Serious safety concerns associated with inappropriate parking on footways and pedestrian thoroughfares, and blocking emergency vehicle access routes; and
- The total parking provision, including existing and new spaces, closely complies with Oldham Council's parking standards.

3.1.13 Although there is clearly a significant need for additional parking provision, in addition to providing new parking spaces, The Blue Coat School is also seeking to reduce parking demand at the site through the implementation of a Travel Plan.

3.1.14 The Blue Coat School is currently in the process of updating their existing Travel Plan, which was originally developed in conjunction with Oldham Council. The Travel Plan is aimed at reducing single-occupancy car trips and encouraging the use of sustainable modes of travel.

3.1.15 The Blue Coat School's Travel Plan is described in [Section 6](#).

3.2 Temporary Classrooms

3.2.1 As described previously, the BCA must open in September 2022 to meet basic secondary educational needs in Oldham. However, the permanent site for the BCA in Oldham Town Centre is not scheduled to complete until the end of February 2023, and therefore there is a requirement to provide temporary accommodation during the interim period.

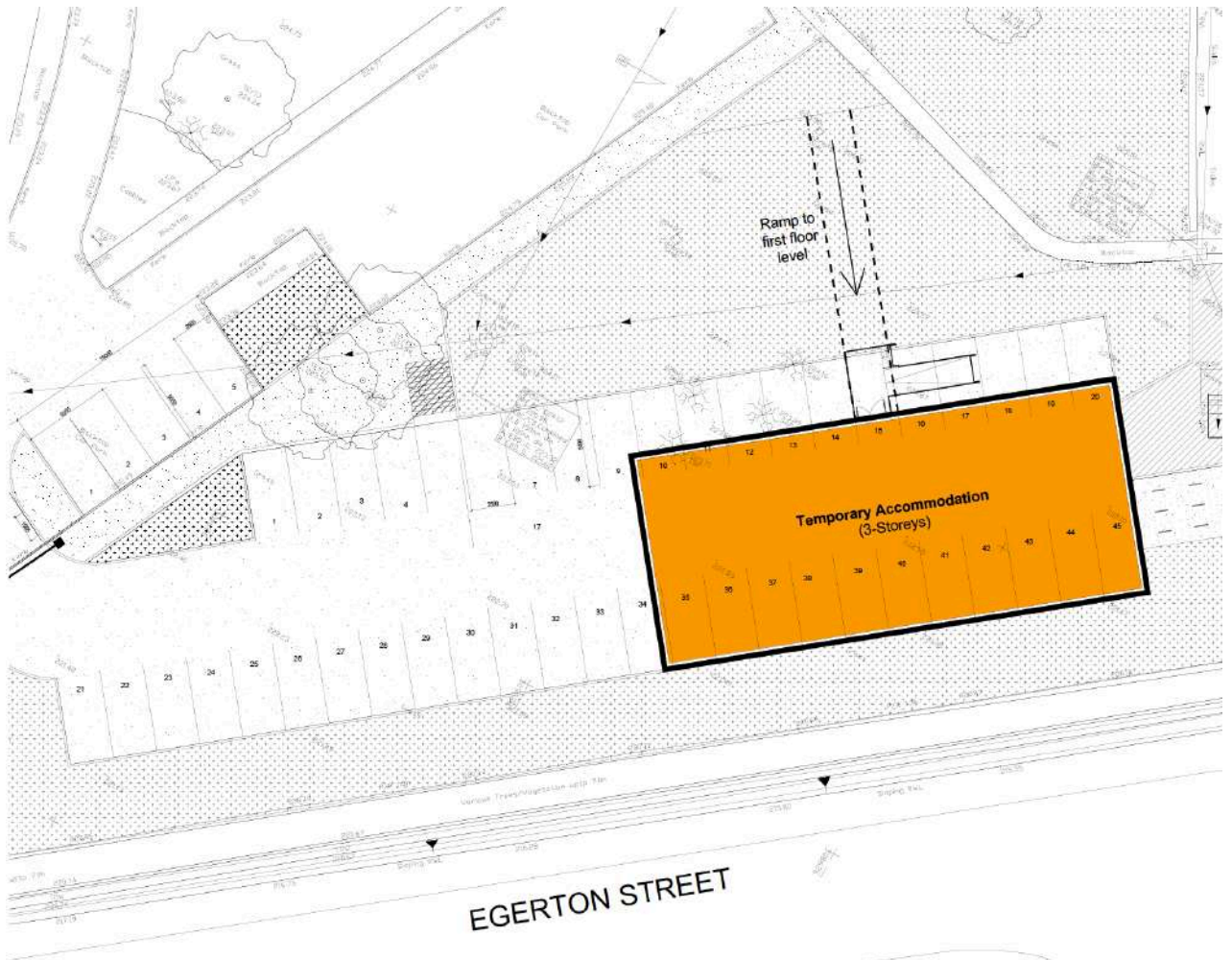
3.2.2 The permanent site is constrained and attempting to install temporary accommodation on a building site would compromise the whole delivery programme. Therefore, The Blue Coat School has agreed to provide the temporary location for the BCA until the school's permanent site is constructed.

3.2.3 The Blue Coat School is ideally located in Oldham, being located approximately 1.2km from the permanent site, and within easy walking distance of Oldham Central Bus Station (700m/ 9-minute walk) and Oldham Mumps Metrolink Stop (500m/ 6-minute walk).

3.2.4 On this basis, the planning application includes 9 temporary classrooms located within the new car parking area which will accommodate the BCA while the school's permanent site is constructed. The temporary classroom will be provided within a triple-stacked modular building (c.900sqm GFA) with ramped pedestrian access to the first-floor level.

3.2.5 The proposed temporary classrooms are shown in [Figure 3.2](#), with the full layout drawing attached in [Appendix B](#).

Figure 3.2: Proposed Temporary Classrooms



- 3.2.6 The BCA and The Blue Coat School will operate separately, each with their own staff and different times for arriving and leaving school, eating and enjoying recreation. The BCA will be some distance away and downhill from The Blue Coat School teaching buildings so that neither school will disrupt the other.
- 3.2.7 Careful management of the school day timings will enable the BCA students to access The Blue Coat School's refectory for break and lunch, the BCA will also have access to Mahdlo's Sport Hall (across the road) for PE and some extra-curricular activity.

Staff and Student Numbers

- 3.2.8 The admissions number per year for the BCA is 240 students. There will be 20 full-time staff, including 16 teachers (including the Headteacher) and 4 support staff on the temporary site. Support staffing will increase when the school moves to its permanent site and has its own site team.

Period of Use

3.2.9 The expected period of use will be from 1st September 2022 to the end of February 2023, when constructed of the BCA permanent site is scheduled for completion. That said, the CET has a lease with the owners of the land which will allow the period of temporary accommodation to be extended if the building programme is delayed slightly.

Access Arrangements

Students at the BCA will access and leave the school grounds via the main gate on Egerton Street, where The Blue Coat School has two crossing patrols already in place. The BCA's start time and finish times will be earlier than The Blue Coat School (detailed below) to manage student numbers before the The Blue Coat School buses and the bulk of Blue Coat pupils arrive.

Staggered Start and End of Day

The start and end of the day for each school will be staggered to manage and limit student numbers and drop-offs as they arrive and depart from the site.

Table 3.2: Staggered Start and End of Day

	The BCA	The Blue Coat School
Registration	08:15am	08:45am
End of last lesson	02:35pm	03:20pm

3.2.10 Based on the limited student and staff numbers at the BCA, and staggered start and end to the day, realistically, the temporary classrooms will result in a slightly extended arrival and departure period for students.

3.2.11 In terms of student numbers, the BCA is only 14% the size of The Blue Coat School and therefore it is reasonable to assume that it will have relatively low impact on the local highway network, and certainly within the traffic impact generated by regular operations at The Blue Coat School.

Parking Provision

3.2.12 In order to accommodate the temporary classrooms, the permanent car park will have already been constructed, and although the majority of spaces will be occupied by the classrooms, **10 parking spaces** will be allocated to the BCA for use by staff.

3.2.13 This level of parking provision complies closely with Oldham Council's parking standard and is considered adequate to accommodate the BCA's parking demand without impacting on the wider school site.

3.2.14 In summary, the proposed temporary classrooms are supported and justified by the following:

- Based on the limited student numbers (14% of The Blue Coat School) and staggered start and end to the day, it is expected that the classrooms will have relatively low impact on the local highway network, and certainly within the traffic impact generated by regular operations at The Blue Coat School.
- The BCA will be allocated 10 parking spaces within the new permanent car parking which is adequate to accommodate the BCA's parking demand without impacting on the wider school site.

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4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development. At the heart of NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision making.
- 4.1.3 Paragraph 103 states that *‘significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making’*.
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *‘Guidelines for Providing for Journeys on Foot (2000)’*, are shown in [Table 4.1](#).

Table 4.1 : CIHT Guideline Acceptable Walking Distances

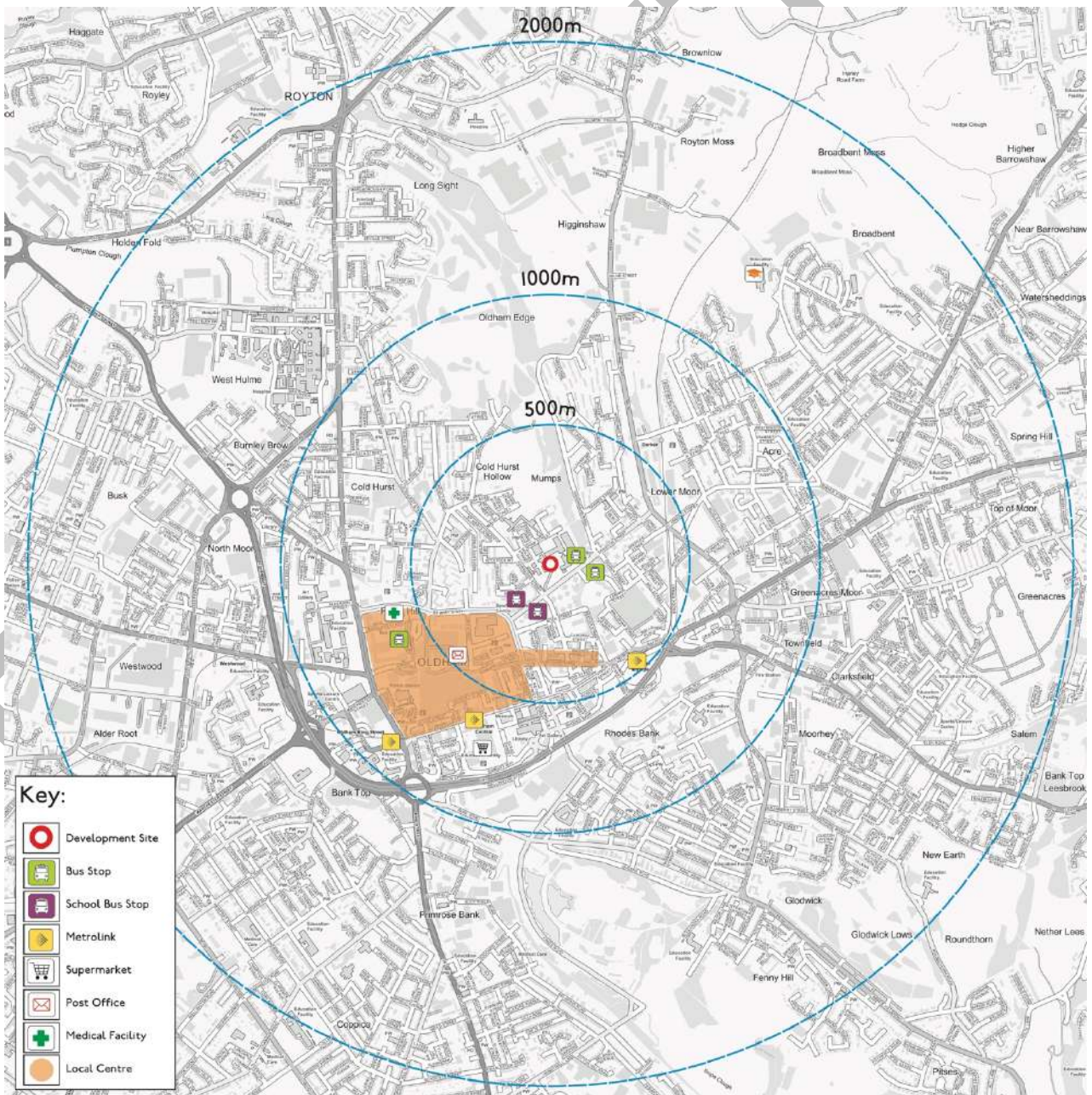
Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that, for commuting purposes, up to 500m is a desirable walking distance, up to 1km is considered an acceptable walking distance and 2km is the preferred maximum walking distance.

4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 **Figure 4.1** presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area and Local Amenities



4.2.5 As shown in **Figure 4.1**, there are school bus services, regular bus services, Metrolink services and Oldham Town Centre within a 500m walking catchment area of the site. A range of local key amenities are located within Oldham Town Centre.

4.2.6 **Table 4.2** provides an indication of the distances and approximate walking times to a selection of local amenities. The distances have been measured from the centre of the site; the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distance and Walking Times

Amenity	Distance	Average Walking Time
School Bus Stop SB	201m	2.5 minutes
School Bus Stop NB	216m	2.5 minutes
Stop Bus NB	300m	3.5 minutes
Bus Stop SB	315m	4 minutes
Metrolink Stop (Oldham Mumps)	650m	8 minutes
Oldham Town Centre	670m	8 minutes

4.2.7 The development site is located within a town centre location, as such is highly accessible by foot.

4.2.8 School service bus stops are located approximately 216m (2.5-minute walk) from the site, regular bus stops are located approximately 315m (4-minute walk) from the site, Mumps Metrolink stop is located 650m (8-minute walk) from the site and Oldham Town Centre is located approximately 670m (8-minute walk) from the site.

4.2.9 As described previously, the development connects to a network of good quality pedestrian provision that benefits from drop kerbs and a quality even surface, providing sufficient access for all users.

4.2.10 In summary, the site is located close to Oldham Town Centre, with local amenities located within a reasonable walking distance of the site. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

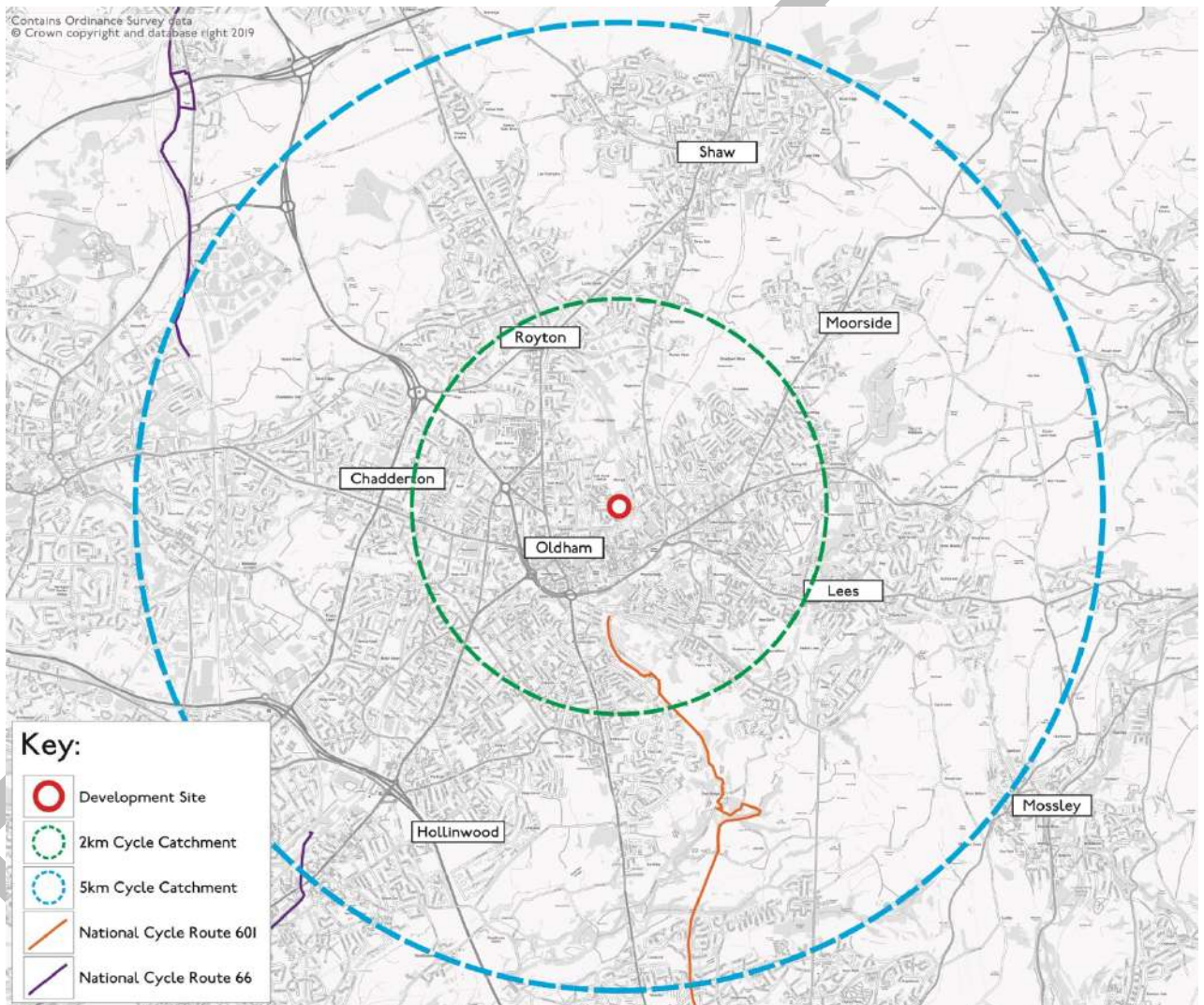
4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site’s cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.

4.3.3 **Figure 4.2** presents the cycling catchment area around the proposed development site for 2km and 5km.

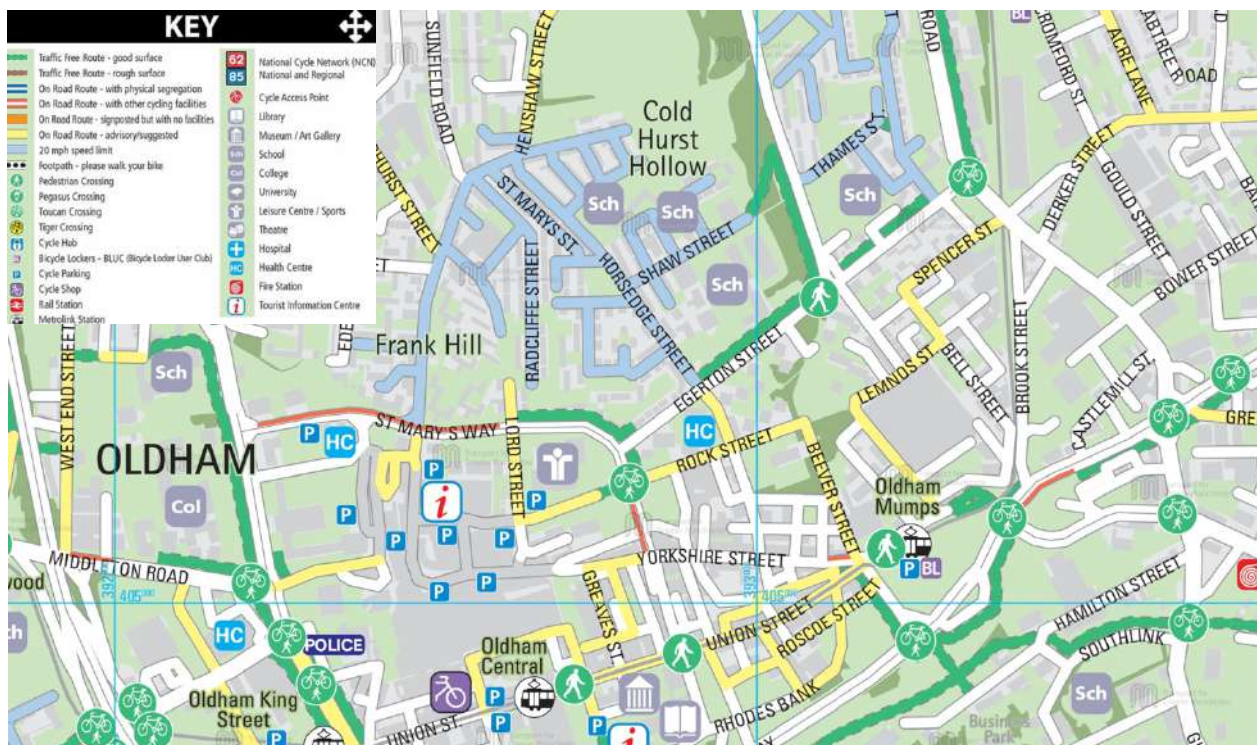
Figure 4.2 Cycling Catchment Area



4.3.4 As shown in **Figure 4.2**, Oldham Town Centre and Royton are located within a 2km catchment area of the site, with Chadderton, Hollinwood, Lees, Moorside and Shaw located within a 5km catchment area of the site.

4.3.5 There are also a number of local cycle routes and infrastructure in the vicinity of the site, including advisory cycle routes, off-road routes and on-road routes throughout the local area. The local cycle routes are shown in **Figure 4.3**.

Figure 4.3 : Local Cycle Routes and Infrastructure (source: TfGM)



4.3.6 There are currently 32 secure cycle parking spaces located to the east of the site, as shown in Photograph 4.1.

Photograph 4.1 : On-Site Cycle Parking Provision



4.4 Public Transport Services

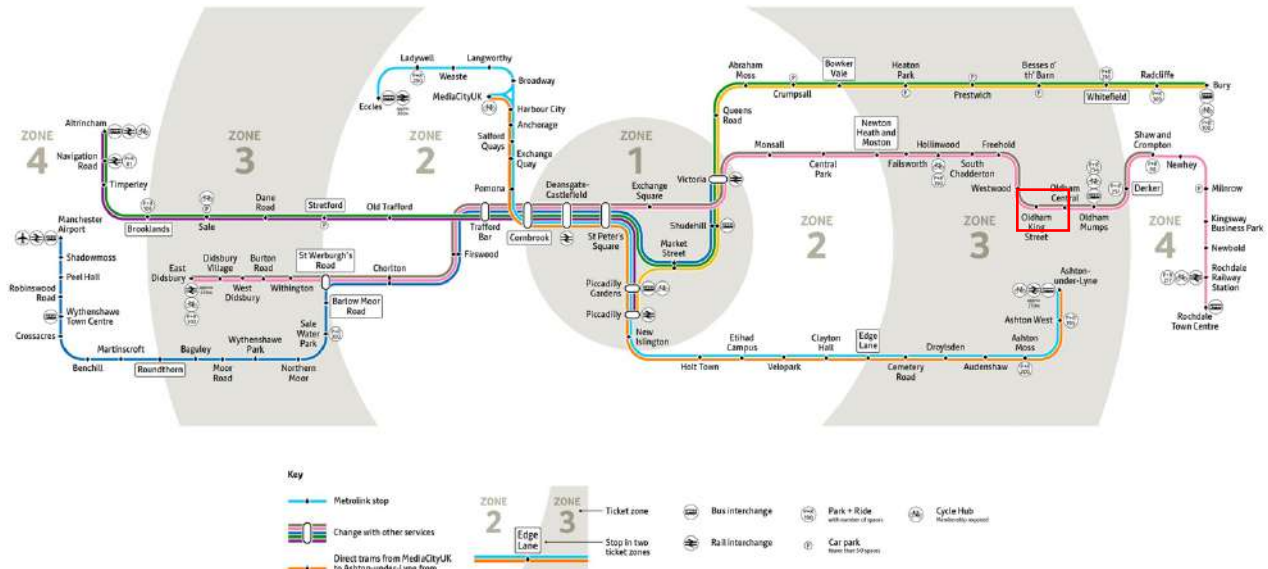
- 4.4.1 Two school bus stops are available within c.216m (2.5-minute walk) from the site, which serve a total of eight school services. The services operate through a number of residential areas including Mottram, Haughton Green, Norden, Diggle and Uppermill. A full timetable from 2020 is attached [Appendix C](#).
- 4.4.2 Further bus stops are located on Egerton Street within c.315m (4-minute walk) of the site. Details of the bus service operating from the bus stops on Egerton Street is shown in [Table 4.3](#).

Table 4.3 : Bus Service accessible from Egerton Street

Service No	Route	Approx. Frequency			
		Mon-Fri (AM/PM peak)	Mon-Fri (off-peak)	Sat	Sun
402	Oldham – Royal Oldham Hospital - Royton	Hourly	Hourly	Hourly	-

- 4.4.3 [Table 4.3](#) shows that there is a bus service accessible from the site, providing services to Oldham and Royton.
- 4.4.4 In addition to bus services, the site is located within a 650m (8-minute walk) of Mumps Metrolink Station. The trams services available from Mumps operate on a 12-minute frequency throughout the day. Each tram stops have step free access to all platforms, help points and security camera coverage.
- 4.4.5 The Greater Manchester Metrolink Network is shown in [Figure 4.4](#).

Figure 4.4 : Metrolink Network (source: TfGM)



4.4.6 Overall, it has been shown that the site benefits for excellent levels of accessibility by sustainable modes of travel, including walking, cycling and public transport – thereby offering a realistic alternative to car trips.

4.5 School Travel Plan

- 4.5.1 In addition to providing new parking spaces, The Blue Coat School is also actively seeking to reduce parking demand at the site through the implementation of an updated Travel Plan, which is aimed at reducing single-occupancy car trips and encouraging the use of sustainable modes of travel.
- 4.5.2 Given the high levels of car usage at the school, there is significant scope to reduce single-occupancy car usage, which will reduce parking demand and further address the safety concerns associated with unallocated parking at the school site.
- 4.5.3 The combination of additional parking provision and updated School Travel Plan is considered an appropriate and sustainable approach to address the long-term parking demands at the school.
- 4.5.4 The school's Governing Body and Headteacher are responsible for ensuring the Travel Plan is implemented, and the Travel Plan has become incorporated into Governor Agendas with meetings scheduled three times in each academic year.
- 4.5.5 As stated in the existing Travel Plan document, including a package of measures that aims to provide a safer environment in the vicinity of school as well as a reduction in the volume of school related vehicular traffic. The successful implantation of the Travel Plan requires co-ordinated approach and commitment from the school community, our transport providers and parents,

4.5.6 The school is currently in the process of updating their existing Travel Plan, which was originally developed in conjunction with Oldham Council. When available, the updated Travel Plan will be issues to Oldham Council for review and approval.

4.6 Summary

4.6.1 In summary, it has been shown that the site benefits for excellent levels of accessibility by sustainable modes of travel, including walking, cycling and public transport – thereby offering a realistic alternative to single occupancy car trips, particularly for commuting purposes. This includes the following:

- Existing footways are available on the local highway network, providing safe walking routes throughout the local highway network and to public transport services;
- A school bus stops serving a service for students is located within 215m (2.5-minute walk), additional bus stops are located on Egerton Street within 315m (4-minute walk) of the site;
- Access to an extensive network of local and national cycle routes, providing designated routes to a wide range of other local destinations;
- School bus services accessible, providing bus routes to a range of local destinations, including Mottram, Haughton Green, Norden, Diggle and Uppermill; and
- Metrolink tram services are available from Mumps, providing direct services to Manchester City Centre via Oldham, Failsworth and Moston.

4.6.2 The site is therefore compliant with the (NPPF) which states in paragraph 108 that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'*.

4.6.3 Furthermore, the proposals accord with paragraph 110 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport'*.

5. Staff Travel and Parking Survey Data

5.1 Staff Travel Survey Data

5.1.1 To establish the existing staff travel behaviour at the school, a travel survey has been undertaken. The travel survey received 62 responses, which is equivalent to 30% of the total staff employed at the school. This provides a reasonable response rate for the purposes of establishing the general travel behaviour at the school.

5.1.2 The staff travel survey data has been summarised in [Table 5.1](#).

Table 5.1: Staff Travel Survey Results

Mode of Travel	Staff Percentage
Car	93.6%
Bicycle	1.6%
Public Transport	3.2%
Walk	1.6%

5.1.3 As shown in [Table 5.1](#), the staff travel survey results indicate that 93.6% of staff currently drive to the school. The results also show that the remaining 6.4% of staff currently use sustainable mode of travel, including 1.6% by bicycle, 3.2% by public transport and 1.6% on foot.

5.1.4 According to information provided by the school, it is understood that many of the staff live outside the area and travel some distance by car to access the site. The results of the travel survey agree with this and clearly shows that the majority of staff currently choose to drive to the school.

5.1.5 Although the levels of car usage are currently high at the school, this does provide scope to achieve modal shift towards more sustainable modes of travel. This will be achieved through the effective implementation of the school's travel plan, which is currently in the process of being updated.

5.2 Parking Survey Data

5.2.1 Based on the proportion of staff that drive to the school, there will also be a corresponding level of parking demand. To quantify the existing parking behaviour at the school an on-site car parking survey was undertaken on Wednesday 23rd June 2021.

- 5.2.2 The purpose of the survey was to gain an understanding of the existing car parking demand, the parking operation and identify any safety concerns as a result of the on-site car parking. The car parking survey identified the number of allocated car parking spaces currently available on site as well as calculate the number of inappropriate car parking currently taking place throughout the site.
- 5.2.3 The survey was undertaken at 09:00 and 14:30. The survey times were selected to ensure all staff had arrived on-site prior to the AM survey, and staff were still on site during the PM survey. It is noted that each Wednesday the school day ends an hour earlier than usual.
- 5.2.4 The school currently provides a total of 60 allocated car parking spaces which is inclusive of 1 disabled space, 1 CEO space and 1 Headteacher space. A summary of the AM and PM survey is shown in [Table 5.2](#).

Table 5.2: Car Park Survey Results

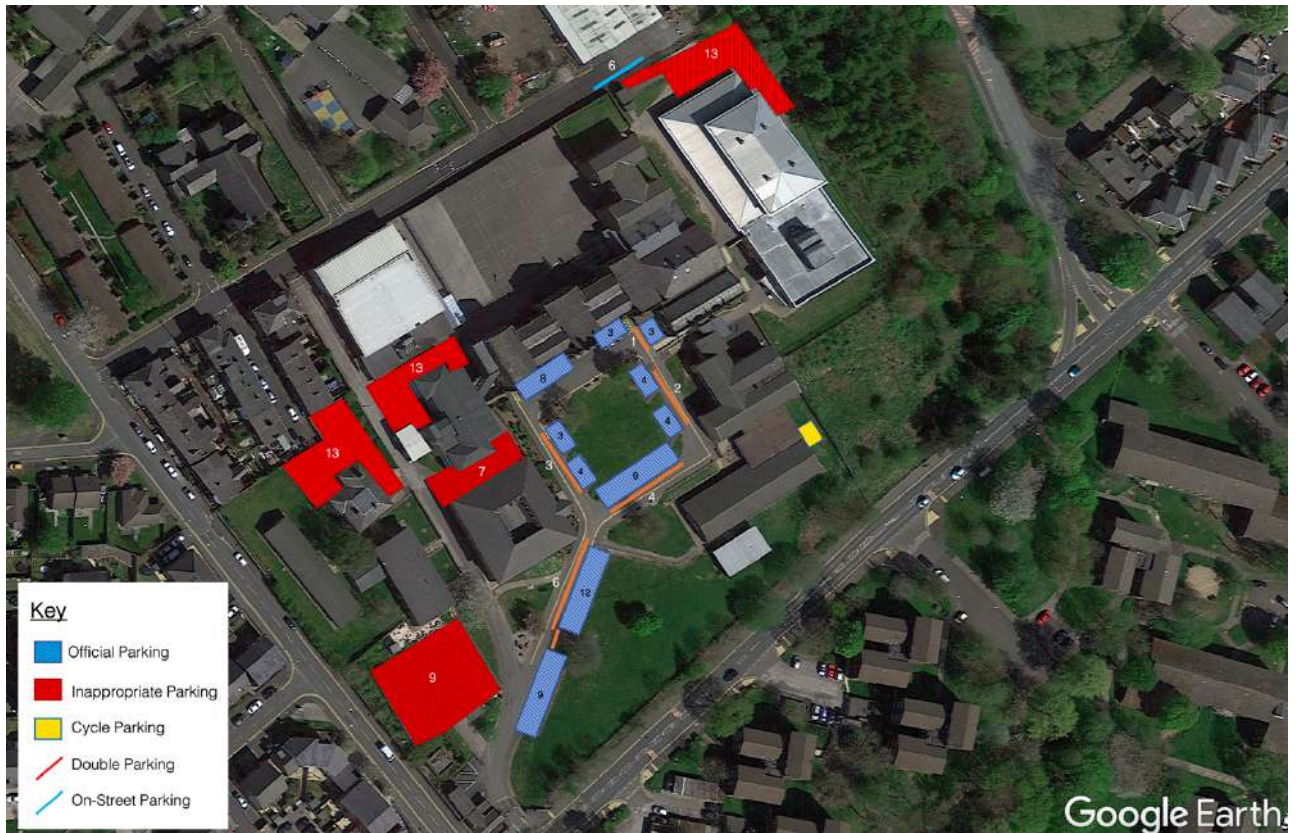
Location	09:00 (AM)	14:30 (PM)
Official Car Parking	59	55
Double Parking	16	14
Sports Department	13	15
Tennis Court	9	9
Other	33	33
Total	130	126

*Note: the staff on-street parking on Shaw Street has not been included**

AM Survey Results

- 5.2.5 In the AM survey, the results of the parking survey demonstrate that the sites allocated car parking provision is at maximum capacity, with **59/60** of the allocated car parking provision occupied. The designated headteacher space was the only space unoccupied at the time of the survey.
- 5.2.6 The AM survey results identified a total of **130** vehicles parked within the site, therefore resulting in an additional **70** vehicles obstructing other vehicles, parking on footways and pedestrian areas and restricting emergency vehicle access routes. The results of the AM survey are illustrated in [Figure 5.1](#).

Figure 5.1: Car Park Survey Results (09:00am)



PM Survey Results

- 5.2.7 In the PM survey, the results of the parking survey demonstrate that the sites allocated car parking provision is close to maximum capacity, with **55/60** of the allocated car parking provision occupied.
- 5.2.8 The PM survey results identified a total of **126** vehicles parked within the site, therefore resulting in an additional **66** vehicles obstructing other vehicles, parking on footways and pedestrian areas and restricting emergency vehicle access routes. The results of the PM survey are illustrated in [Figure 5.2](#).

Figure 5.2: Car Park Survey Results (14:30pm)



5.3 Summary

- 5.3.1 In summary, the results of the travel survey show that the majority of staff currently drive to the school, with a relatively low proportion using sustainable modes of travel. According to information provided by the school, it is understood that many of the staff live outside the area, which explains the relatively high levels of car usage.
- 5.3.2 This travel behaviour is reflected in the parking survey results, which show that the school's existing on-site car parking provision is significantly lower than the parking demand, with a total demand exceeding the allocated spaces by a total of **70** cars and **66** cars in the AM and PM survey, respectively.
- 5.3.3 The survey results demonstrate that the existing on-site car parking provision at The Blue Coat School is inadequate, both in terms of capacity and also from a safety perspective, resulting in unmanageable and inappropriate parking throughout the school site.

6. Summary and Conclusion

6.1 Summary

6.1.1 Mode Transport Planning has been appointed by the Department for Education to provide transport planning and highways advice in relation to a planning application at The Blue Coat School on Egerton Street in Oldham, Greater Manchester.

6.1.2 The planning application comprises the following two key elements;

- a new permanent on-site car park area that will provide an additional 41 parking spaces to safely accommodate the existing parking demand generated by The Blue Coat School; and
- 9 temporary classrooms located within the new car parking area which will accommodate the Brian Clarke CE Academy (BCA) while the school's permanent site is constructed.

6.1.3 In summary, the proposed parking provision is supported and justified by the following:

- Survey data shows that parking demand significantly exceeds the existing on-site parking spaces resulting in unmanageable and inappropriate parking throughout the school site;
- Serious safety concerns associated with inappropriate parking on footways and pedestrian areas, and restricting emergency vehicle access routes;
- The total parking provision, including existing and new spaces, closely complies with Oldham Council's parking standards;
- The proposed car park will provide enough additional spaces to accommodate the majority of the existing parking demand, reducing parking pressure across the school site and significantly reduce the levels of unallocated parking and associated safety concerns.
- The school is also actively seeking to reduce parking demand at the site through the implementation of an updated Travel Plan, which is aimed at reducing single-occupancy car trips and encouraging the use of sustainable modes of travel; and
- The combination of additional parking provision and updated School Travel Plan is considered an appropriate and sustainable approach to address the long-term parking demands at the school.

6.1.4 In summary, the proposed temporary classrooms are supported and justified by the following:

- The BCA and The Blue Coat School will operate separately, each with their own staff and different times for arriving and leaving school, eating and enjoying recreation so that neither school will disrupt the other;
- The expected period of use will be from 1st September 2022 to the end of February 2023, when construction of the BCA permanent site is scheduled for completion;

- Based on the limited student numbers (14% of The Blue Coat School) and staggered start and end to the day, it is expected that the temporary classrooms will have relatively low impact on the local highway network, other than slightly extending the arrival and departure periods, and certainly within the traffic impact generated by regular operations at The Blue Coat School.
- The BCA will be allocated 10 parking spaces within the new permanent car parking which is adequate to accommodate the BCA's parking demand without impacting on the wider school site.

6.2 Conclusion

- 6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES



APPENDIX A

Proposed Car Park Layout Drawing

DRAFT

APPENDIX B

Proposed Temporary Classroom Layout Drawing

DRAFT

APPENDIX C

Bus Timetables

DRAFT



transport planning

keep up with mode:



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Manchester

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