



# TPS Transport Consultants Ltd

## Travel Plan Addendum

Client	Stockport School
Project	Stockport School
TPS Reference	P1965
Date Prepared	30.11.23
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# 1. INTRODUCTION

## Introduction

1.1 TPS Transport Consultants Ltd (TPS) has been commissioned by Stockport School to prepare a Travel Plan Addendum to discharge Condition 8, relating to planning application ref. DC/085815 for minor material amendments relating to a new sports hall and changing rooms, at Stockport School, Mile End Lane, Stockport.

1.2 Condition 8 states that:

*“The Sports Hall shall not be used for community users until either:*

- 1. The existing Travel Plan for the school (Stockport School Travel Plan Report Revision 3 09/07/2021) has been updated to take into account use of the sports hall by community users, or*
- 2. An Addendum to the existing Travel Plan for the school which includes details of how sustainable travel for the community users of the sports hall will be permitted and encouraged has been produced*

*And either the updated Travel Plan or the Addendum to the Travel Plan has been submitted to and approved in writing by the Local Planning Authority and have been brought into operation.*

*The approved updated Travel Plan or Addendum to the Travel Plan shall be operated at all times that the sports hall is used for community users and shall be reviewed and updated on an annual basis in accordance with details that shall be outlined in the approved updated Travel Plan or Addendum.”*

1.3 The reason for imposing Condition 8 is:

*“To ensure that measures are implemented that will enable and encourage the use of alternative forms of transport to access the site, other than the private car, in accordance with Policies CS9 ‘Transport and Development’, T-1 ‘Transport and Development’ and T-3 ‘Safety and Capacity on the Highway Network’ of the Stockport Core Strategy DPD, supported by Chapter 4 ‘Travel Plans’ of the SMBC Sustainable Transport SPD.”*

1.4 As such, this Travel Plan Addendum should be read in line with the existing Travel Plan for the school (Stockport School Travel Plan Report Revision 3 09/07/2021) prepared by AECOM.

## 2. BACKGROUND

- 2.1 Stockport School is located approximately 3km south of Stockport and access is provided on to Mile End Lane, on the western boundary, and Lake Street, on the eastern boundary. Both routes join Buxton Road, which is located along the southern boundary of the school, via priority junctions.
- 2.2 Stockport School has approximately 1,300 students aged between 11 and 16 years. The site is occupied by several teaching blocks, sports hall, sports courts and playing field. The site benefits from 111 car parking spaces accessed from Lake Street. This is made up of 71 marked out spaced and an area of playground which can accommodate up to 40 vehicles. The site location is shown in **Figure 2.1**, below.

**Figure 2.1 – Site Location Plan**



(Source: Google Earth)

### 3. ACCESSIBILITY

#### Introduction

3.1 This section of the Travel Plan Addendum describes the existing infrastructure that facilitates and encourages staff, students and visitors to walk, cycle or use public transport, rather than travel by car.

#### Active Travel

##### *Pedestrian Accessibility*

3.2 The Institute for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1**, below.

**Table 3.1: IHT Walking Guidelines**

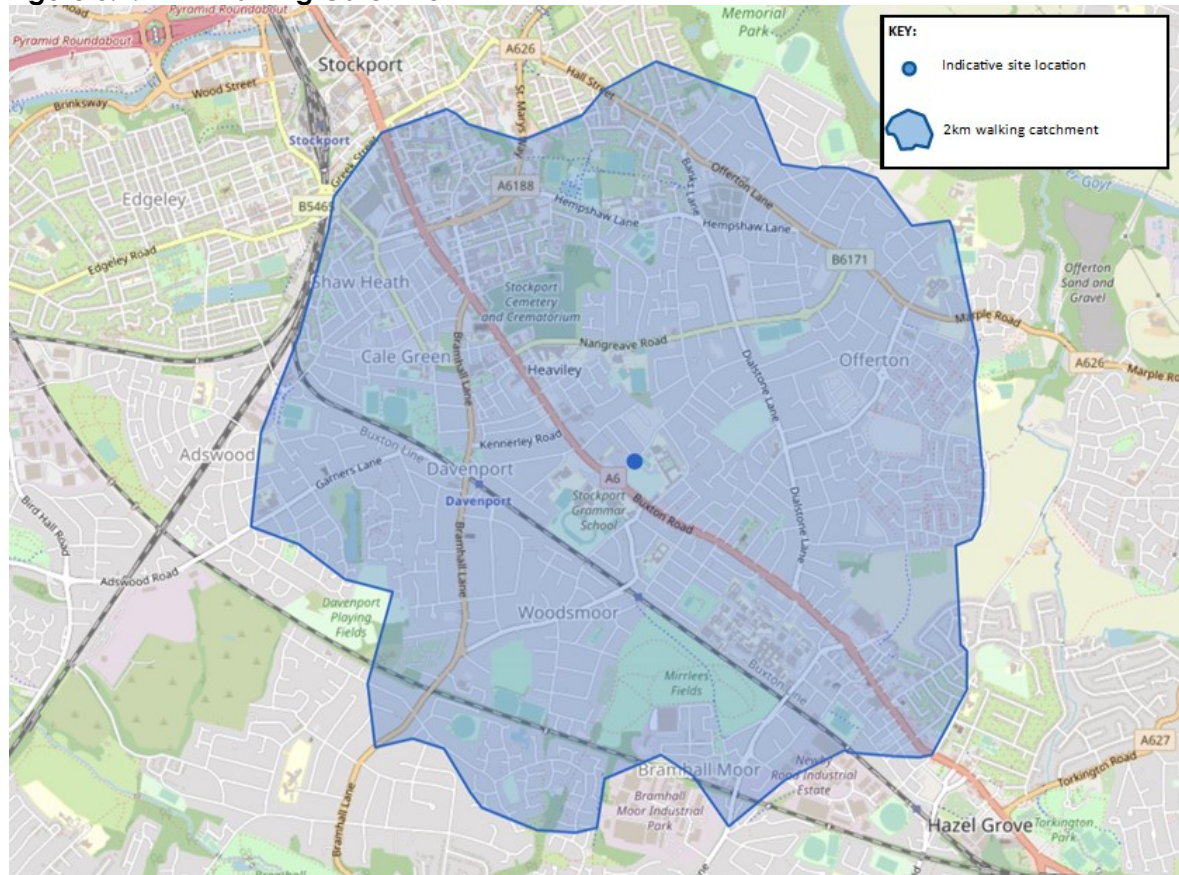
Criteria	Town Centres	Commuting / School	Elsewhere
<b>Desirable</b>	200m	500m	400m
<b>Acceptable</b>	400m	1000m	800m
<b>Preferred Maximum</b>	800m	2000m	1200m

(Source: IHT)

3.3 As **Table 3.1** shows, a 2km catchment is the preferred maximum walking distance for commuting and school trips. A 2km walking catchment encompasses Woodsmoor, Offerton, Cale Green, Shaw Heath and parts of Bramhall Moor and Stockport town centre. **Figure 3.1**, overleaf, illustrates a 2km walking catchment from the site.



**Figure 3.1: 2km Walking Catchment**



(Source: Open Street Map)

- 3.4 There are numerous pedestrian routes / facilities connecting the school and sports hall with the local area, from which the user catchment is drawn. Pedestrian access for users of the sports hall will be taken from Sandhurst Road, via the existing vehicular access to the car park.
- 3.5 Alternatively, Mile End Lane runs broadly north-south along the western boundary of the site and gives access via a pedestrian access.
- 3.6 In the vicinity of the site, Lake Street is bound by 2m wide footways and street lighting on both sides, with residential dwellings taking direct frontage access along the eastern boundary. Along its length, Lake Street is subject to a 20mph speed limit with traffic calming measures in the form of speed humps in place. Dropped kerbs are in place across minor access junctions.
- 3.7 Pedestrian movement east-west across this junction is supported by dropped kerbs and tactile paving. Approximately 20m west of the Lake Street junction, a signalised pedestrian crossing comprising dropped kerbs, tactile paving and guardrails supports pedestrian

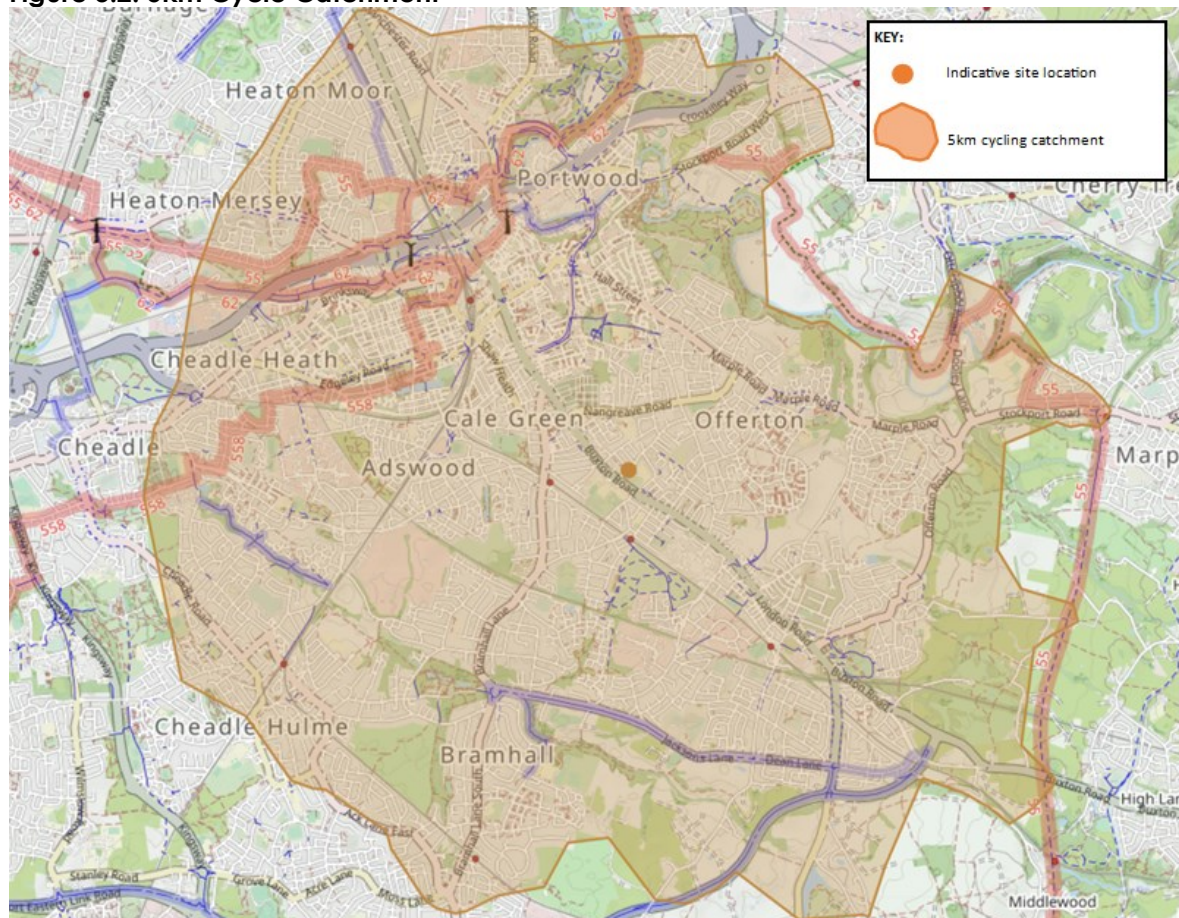
movement north-south, across Buxton Road. Comprising of two lanes on either side of the carriageway, Buxton Road is subject to a 30mph speed limit and is bound by 3m wide footways and street lighting on both sides, with dwellings taking direct frontage access to the north and south. Running broadly northwest-southeast between Stockport and Hazel Grove, the A6 Buxton Road is a primary route through the surrounding area and forms the major arm of priority T-junctions along its length; dropped kerbs and tactile paving are in place across all junctions in the vicinity of the site.

- 3.8 Mile End Lane runs broadly north-south along the western boundary of the site and is bound by footways and street lighting along its length. In the vicinity of the gated pedestrian access, footway width is approximately 6m in width and benefits from guardrails, providing a buffer between the carriageway and footway. Mile End Lane is subject to a 20mph speed limit and has speed cushions along its length.
- 3.9 The carriageway extends south of the pedestrian access for approximately 120m before forming the minor arm of a priority T-junction with the A6 Buxton Road. This junction comprises dropped kerbs and tactile paving on the eastern and western approaches. Mile End Lane benefits from a pedestrian refuge island, supporting pedestrian movement east-west along Buxton Lane.
- 3.10 Sandhurst Road runs broadly east-west along the northern boundary of the site, between Lake Street and Mile End Lane. Along its length, the carriageway is bound by footways and street lighting on both sides, with residential dwellings taking direct frontage access to the north and south. The carriageway is bound by speed cushions along its length and vehicles are subject to a 20mph speed limit.

#### *Access for Cyclists*

- 3.11 Cycling can be a substitute for short car journeys, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, can play an important role in reducing the need to travel by car. A 5km catchment of the site includes the areas covered by the walking catchment, as well as Adswood, Bramhall, Cheadle Heath, Portwood, Stockport town centre and parts of Cheadle, Heaton Moor, Heaton Mersey and Cheadle Hulme. **Figure 3.2**, overleaf, illustrates a 5km cycle catchment from the site.

**Figure 3.2: 5km Cycle Catchment**



(Source: Open Street Map)

- 3.12 Highlighted in **Figure 3.2**, National Cycle Network (NCN) Route 62 runs broadly east-west, to the north of the site. NCN Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England. To the northeast of the site, NCN Route 55 can be accessed in a 5km (18 minute) cycle via Marple Road. NCN Route 55 is an open cycle route which runs between Stoke-on-Trent and Marple, around Stockport, Manchester and Wigan.
- 3.13 Cycle friendly routes can also be found within close proximity of the school, providing an opportunity for staff, students and visitors to travel to the school by bike. **Figure 3.3**, overleaf, illustrates in more detail those located within close proximity of the site. As can be seen, the residential access roads along the north, east and west boundary of the site are subject to a 20mph speed limit and, therefore, suitable for cyclists. Similarly, the residential area to the south of the A6 Buxton Road, which includes Davenport and Woods Moor, are also subject to a reduced speed limit. To the northwest of the site, Buxton Road benefits from signposted,



on-road cycle routes as the carriageway extends north, through Cale Green, towards Stockport town centre.

**Figure 3.3: Cycle Routes**



(Source: Transport for Greater Manchester Interactive Cycle Map)

## Public Transport

### Bus Services

- 3.14 There are a number of bus stops located on the A6 Buxton Road, with eastbound and westbound stops situated approximately 250m / 290m south of the pedestrian access point on Lake Street. Both stops comprise a flag, pole, shelter, seating, timetable information and raised kerb.
- 3.15 Additional bus stops can be accessed to the west of the site, on Mile End Lane. The southbound stop on Mile End Lane is located approximately 140m south of the pedestrian access point, and benefits from a flag.
- 3.16 From the stops outlined above, specifically on the A6 Buxton Road, a number of high frequency services can be accessed Monday-Sunday to destinations such as Manchester city centre, Manchester airport, Stockport, Stepping Hill, Hazel Grove, Buxton and



Macclesfield. **Figure 3.4**, below, illustrates the location of the bus stops, whilst details of services are provided in **Table 3.2**.

**Figure 3.4: Bus Stop Locations**



(Source: Google Maps)

**Table 3.2: Local Bus Services**

Bus Service	Route	Approximate Headway		
		Weekday	Saturday	Sunday
<b>A6 Buxton Road</b>				
<b>191</b>	Hazel Grove – Manchester	4 services per day	-	-
<b>192</b>	Stepping Hill / Hazel Grove – Manchester	10 mins	10 mins	10 mins
<b>199 Skyline</b>	Buxton – Manchester Airport	30 mins	30 mins	60 mins
<b>391</b>	Macclesfield – Stockport	90 mins	-	-
<b>392</b>	Macclesfield – Stockport	90 mins	-	-

(Source: Public Transport Operator Websites)



### **Rail Services**

- 3.17 The nearest railway station to the site is Woodsmoor train station, which is located approximately 900m (13-minute walk) south of the site, and can be accessed via Moorland Road. This station is operated by Northern Rail and benefits from frequent services to Manchester Piccadilly (twice hourly), as well as less frequent services to Buxton and Hazel Grove.
- 3.18 It is reasonable to expect that some staff or visitors who travel from further afield could travel to/from Woodsmoor train station and then walk/cycle the remainder of the distance to the site, as an alternative to the private car.

### **Summary**

- 3.19 Overall, the school is within easy reach of surrounding residential areas on foot, by bike or public transport. It is considered, therefore, that the proposals are consistent with national and local policy objectives and users of the sports hall will have the benefit of a range of options to travel to/from the site, as an alternative to the private car.

## 4. TRAVEL PLAN MEASURES

### Introduction

- 4.1 The key to successful travel planning is to identify the most suitable modes of transport that are realistic and practical for staff and users of the sports hall to adopt, before making these modes as attractive as possible. There is no single solution to any one person's transport needs. Different people will respond to different measures, whilst some may not react to any. A range of Travel Plan measures is therefore proposed, which staff and visitors can pick and choose from. The measures (and their impact) will be regularly reviewed to ensure they remain relevant.
- 4.2 The measures herein have been adopted from the existing Travel Plan for the school (Stockport School Travel Plan Report Revision 3 09/07/2021) prepared by AECOM as a starting point; over time (and reflecting an ongoing dialogue with the school), they will be supplemented by further initiatives, with the aim of maximising, as far as possible, the number of visitors that can (and do) travel to the site by sustainable modes.

### Marketing and Promotion

Initiative M1 – A Travel Plan notice board will be provided as a means of communicating the Travel Plan to staff and visitors

- 4.3 The notice board will be used to provide public transport information (including costs, routes, changes /alterations), walking and cycling routes / facilities, promotion of the car share database and information with respect to Travel Plan measures (including who to contact / Travel Plan Working Party and other representatives).

Initiative M2 – The TPC will arrange for a generic leaflet to be produced (for all staff and visitors), with respect to alternative modes of travel to the school. This will be produced in electronic format and distributed via email

- 4.4 In order to promote sustainable travel amongst students and staff a sustainable travel leaflet will be produced. This will provide options for travel from different parts of the surrounding area, together with facilities for travel further afield (e.g. by train). This will be used to supplement the notice board.





## Measures to Promote Walking

Initiative W1 – The health benefits associated with walking will be promoted to staff and visitors

- 4.5 The first generic walking initiative is aimed at re-enforcing the positive correlation between more active travel and personal health.

Initiative W2 – Walking maps will be made available to staff and visitors

- 4.6 Walking maps will be provided and regularly updated; they will include distances and times to specific destinations.

## Measures to Promote Cycling

Initiative C1 – The health benefits associated with cycling will be promoted to staff and visitors

- 4.7 The first generic cycling initiative is aimed at re-enforcing the positive correlation between more active travel and personal health.

Initiative C2 – Cycling maps will be made available both to staff and visitors. Any route improvements as a result of the BEE network will be communicated with visitors and staff and all cycling information will be reviewed to reflect the updated baseline position

- 4.8 Cycling maps will be provided and regularly updated; they will include distances and times to specific destinations.

Initiative C3 – The TPC will closely monitor the take-up of cycle parking provision on site and review the level of parking available should demand for such facilities increase to a level that may warrant further stands

- 4.9 Information on cycle facilities will be made available to individuals (e.g. off-site cycle routes) along with information relating to the benefits of cycling – primarily focusing on the positive impacts on health and t cost savings that can be achieved. Safe cycling tips will also be included.

Initiative C4 - A tool kit and emergency spare parts will be kept in the reception area of the sports hall and made available to staff/visitors when required

- 4.10 To ensure that those who cycle to the site are not stranded if they get a puncture or come across any other minor problems with their bicycle, a tool kit along with emergency spare parts will be made available them, to address any issues that may arise. This added security



may encourage those who are unsure about cycling to consider it as a viable form of travel to and from the site.

### **Measures to Promote Public Transport**

Initiative PT 1 – Public transport information will be provided and posted on the Travel Plan Notice Boards.

- 4.11 To encourage the use of public transport, the provision of maps, written directions and easy to understand timetables can be invaluable. Information on tickets and passes will be provided to staff.

### **Measures to Promote Car Sharing**

Initiative CS 1– Register with Car Share GM and promote car sharing amongst staff and visitors to reduce the dependency on single occupancy car trips

- 4.12 Car sharing would help to reduce the reliance on single occupancy car trips and reduce the number of vehicles on adjacent roads during typical highway peak periods. This would reduce the overall demand for parking across the site and would improve the environment for pedestrians and cyclists within the vicinity of the school.



## 5. SUMMARY AND CONCLUSION

- 5.1 This Travel Plan Addendum has been prepared to discharge Condition 8, relating to planning application ref. DC/085815 for a sports hall and changing rooms, at Stockport School, Mile End Lane, Stockport. As such, this document should be read in line with the existing Travel Plan for the school (Stockport School Travel Plan Report Revision 3 09/07/2021) prepared by AECOM, as it has been prepared to compliment it, rather than supersede it.
- 5.2 The initiatives outlined above aim to facilitate real travel choices and, as a consequence, reduce the reliance on the private car for journeys to and from the sports hall amongst staff and visitors.