

Tameside Sustainable Modes of Travel Strategy

Promoting Sustainable School Travel

THIS POLICY IS
CURRENTLY UNDER
REVIEW
September 2023

August 2007

Foreword

Tameside has fully committed itself to promoting sustainable travel throughout the borough and more especially when dealing with our young people. Over a number of years there has been an increased awareness of the link between education and transport. Indeed it is estimated that prior to school opening some one in five cars on the road is linked to the “school run”.

Tameside’s schools have always been encouraged to become more sustainable and eco-friendly in the way they work and operate. This is exemplified by our school travel plan initiatives. Tameside will have School Travel Plans in place at all schools by the end of 2007/08 well ahead of the Government deadline of 2010.

The attached strategy sets down in detail how we intend to sustain and indeed expand on this initiative over a number of years.

We hope you find this document useful and will assist us in building on our existing sustainable travel strategies within the borough.



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TAMESIDE METROPOLITAN BOROUGH COUNCIL

SUSTAINABLE MODES OF TRAVEL STRATEGY

August 2007

1. INTRODUCTION

In recent years there have been increasing concerns as to the impact of the increased use of car as a primary mode of travel to/from school. National statistics show that over a twenty year period the proportion of children being taken to school by car has doubled and that as a result during the period just prior to school start times it has been estimated that one in five vehicles on the road is on the school run.

The trend in increased car usage for travel to school is the result of a number of factors including increased levels of car ownership and in particular two car households, the increased level of parental choice as to which school to send their children to, a higher proportion of mothers entering the workplace and hence dropping children off on their way to work due to time constraints, and safety fears with regard to walking/cycling due to increased traffic levels and speeds in the vicinity of schools.

The increased car usage has a number of detrimental and unsustainable effects that manifest themselves in increased vehicle emissions and consequent reduction in air quality, reduction of physical activity in children with attendant long term health issues, and safety issues in the vicinity of, and on the routes to, schools at peak times. These effects are in addition to the impact on traffic congestion and the economic impact that this can have.

The Department for Transport (DfT)/ Department for Children, Schools and Families (DCFS) have long recognised the problems created by the increasing levels of car use on the school run and over the past five years have produced a number of relevant policy initiatives and funding streams to promote safe and sustainable travel to school. Within this context sustainable travel modes are those most likely to improve physical wellbeing and/or benefit the environment due to reduced levels of pollution and congestion e.g. walking, cycling, the use of public transport and car sharing.

The Education & Inspections Act 2006 places a statutory duty on local authorities to actively promote sustainable travel and transport to children and young people, covering those pupils who are resident and receive education and training within the local authority area. It also applies to those pupils who live outside, but travel into the local authority area to receive education and training. The Act extends local authorities' duties to support parental choice through provision of transport and transport arrangements for eligible children. It represents significant progress in the Government's aim of ensuring that every child in every school in every community gets the education they need to enable them to fulfil their potential.

In the context of sustainable travel of particular relevance is Part 6: School Travel and School Food.

Home to School Travel and Transport – Part 1: Sustainable school travel: Duty to promote the use of sustainable travel and transport

There are four main elements to the duty as stated in the act:

- An **assessment** of the travel and transport **needs** of children and young people within the authority's area;
- An **audit** of the sustainable travel and transport **infrastructure** within the authority that may be used when travelling to and from, or between, schools/institutions;

- A **strategy to develop** the sustainable travel and transport **infrastructure** within the authority so that the travel and transport needs of children and young people are better catered for;
- The **promotion of sustainable travel** and transport modes on the journey to, from and between schools and other institutions.

It is the third of these four elements that is referred to as the ***Sustainable Modes of Travel Strategy*** by the recently published Home to School Travel and Transport Guidance and which will provide the framework for undertaking the duties imposed on the local authority by the act and in achieving the respective targets for sustainable travel.

This strategy is:

- a statement of Tameside's overall vision, objectives and work programme for assessing and improving accessibility to schools by sustainable modes of travel;
- an important source of information to parents on the travel options available to them when expressing their preferences for particular schools in the admissions round;
- a mechanism for demonstrating how transport improvements can help to deliver other objectives such as environmental, health and child safety and security; and
- evidence based through the use of the extensive database of information gathered in Tameside over the past four years in the development of School Travel plans

2. NATIONAL, REGIONAL AND LOCAL POLICY CONTEXT

Our Sustainable Modes of Travel Strategy has been strongly influenced by, and interfaces with, a number of relevant national, regional and local policy documents and initiatives. It is important to identify and summarise the policies that effectively set the framework within which our strategy is to operate. The following policies could be individually considered as either transport, education, health or environmentally focused however the critical factor is to understand how each policy is really interlinked as these topics should not be considered in isolation but in a holistic manner.

National Policy Context

Education and Inspections Act 2006 - This Act requires local authorities to promote sustainable travel locally and ensure that school transport supports fair access to a high quality of education for all children, whatever their social group or background. In addition to the duty to promote sustainable travel (which this Strategy relates directly to), the Act also extends the requirement for local authorities to make such travel arrangements as they consider necessary to facilitate attendance at school for eligible children. This strategy shows how transport is currently provided and how the eligibility of children is assessed.

Every Child Matters: Change for Children - The Government's aim is for every child, whatever his/her background or circumstances, to receive the support necessary to achieve the following five outcomes:- Be healthy; stay safe; enjoy and achieve; make a positive contribution; and achieve economic well being. The promotion of sustainable travel through a Sustainable Transport Policy can contribute to all five of these outcomes. (*Government Green Paper 'Every Child Matters' (2003) and 'Every Child Matters: Change for Children' (2004).*)

Tameside Children and Young People's Plan - The Plan is the single, strategic overarching plan for all local services for children and young people. It sets out a vision for children and young people and identifies how outcomes for children and young people can be best improved. The plan includes aims which a Sustainable Transport Policy can help to meet such as contributing to the key priorities of raising attainment in all Key Stages with a strong focus on under-attaining groups and schools and improving children and young people's health outcomes, including a reduction in obesity and substance misuse through the promotion of healthy lifestyles. Additionally, the policy will impact on the supplementary priority area of developing integrated services for children with disabilities.

Department for Education and Skills (DfES) and the Department for Transport (DfT) Travelling to School Initiative, based on **Travelling to School: A Good Practice Guide (DfES, DfT, 2003)**. The joint DfT/DfES Travelling School initiative aims to develop a strategic and sustainable approach to school travel issues and to reduce car dependency on journeys to school. School travel plans are selected as the key strategies for achieving this, and the objective is that all schools should have active travel plans before the end of the decade (2010). The intention is to make school transport more inclusive; allow greater independence of travel by school children; promote the use of and make conditions more favourable for the safe take up of walking, cycling and public transport. For bus travel, local education and transport authorities are directed to make more services available for those pupils poorly served at present and to encourage more bus services that cater for the extended school day.

National Planning Policy Guidance 13: Transport (2001). PPG13 promotes sustainable transport choices; aims to reduce the need to travel, especially by car; limits the amount of parking allowed through the planning process. The guidance states that "travel plans should be submitted alongside planning applications which are likely to have significant transport implications, including those for... new and expanded school facilities which should be accompanied by a travel plan which promotes safe cycling and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities."

Travelling to School Initiative (TTSI)

The Department for Transport (DfT) and the Department for Education and Skills (DfES – now re-named as Department for Children, Schools and Families) have set up a joint initiative to promote STPs called the Travelling to School Initiative (TTSI). This responds to rising car use on the school run by aiming to increase active travel such as walking and cycling and making the journey to school a safer, more pleasant experience for all. The TTSI is accompanied by two documents 'Travelling to School: an action plan' and 'Travelling to School – a best practice guide'. In 'Travelling to School - an action plan' DfT and DfES outline their target for all schools in the UK to have a STP by 2010.

Putting Passengers First (2006)

The Government has published a draft for improving the quality and take up of public transport. A cornerstone of this strategy is quality partnerships between local authorities and public transport operators, aimed at bringing about, for instance, bus priority measures along public transport corridors serving schools and fare structures that benefit young people. These proposals will be developed further in the draft Local Transport Bill.

Department for Transport (DfT) Transport White Paper (July 2004), The Future of Transport: a network for 2030. Supports travel planning methodology to encourage sustainable travel and transport. The strategy charts a course over 30 years, and includes proposals to enhance local travel and respect the environment, in large part through:

- Promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars
- Creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children
- Investing in public transport to provide alternatives to the car.

Tomorrow's Roads – Safer for Everyone (2000). Government's strategy for improving road safety during 2000 – 2010 sets new ten year targets for casualty reductions, compared to the 1994-98 average, of a:

- 40% reduction in the numbers of people killed or seriously injured
- 50% reduction in the numbers of children killed or seriously injured
- 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

DfES Five Year Strategy for Children and Learners (2004). The Strategy advocates that every school should also be an environmentally sustainable school, with a good plan for school transport that encourages walking and cycling. As well as meeting Government transport objectives, school travel plans can help meet education or health objectives.

Public Health White Paper (November 2004), Choosing Health: Making Healthy Choices Easier. Chapter three, Children and young people - starting on the right path, sets out action to support children and young people and School Travel Plans are seen to play a significant part in encouraging children to be physically active. It is noted that the contribution of the school journey to children's physical activity is important. Research by University College London has showed that, among the eight year old pupils sampled, more calories were burned up walking to and from school than during their two hours of weekly Physical Education lessons.

Eco-Schools – an environmental programme for schools that promotes active citizenship. It encourages schools to look at different environmental issues like healthy living, transport and school grounds. It enables schools to work in a structured way that can be fitted into the School Improvement Plan and allows children to have a voice and take part in the decision making process regarding any action that will take place in the school. Once schools have implemented various stages they can apply for bronze, silver or 'Green Flag' awards. The process complements and is complemented by the approach and rationale behind

School Travel Plans. One of the Eco – Schools in Tameside is Dowson Primary School in Hyde

Regional Policy Context

Greater Manchester Local Transport Plan 2 2006/07 – 2010/11

The second Greater Manchester Local Transport Plan (LTP) sets out the major transport priorities for all ten districts within Greater Manchester and includes plans to encourage and support School Travel Plans (STP's).

The vision for Greater Manchester is founded on eight key themes that aim to deliver the vision, to promote a dynamic economy; enhance the regional centre; promote culture, sport and tourism; improve connectivity; raise levels of education and skills; create sustainable communities; reduce crime; and improve health and healthcare services. The themes are closely interrelated and are set out in detail in 'Sharing the Vision', which can be found at www.agma.gov.uk.

STPs also support a number of our current LTP mode share targets including:

- LTP 4 a: Mode share journeys to primary school
- LTP 4 b: Mode share journeys to secondary school
- LTP 12 b: Mode share to Key Other Key Centres Centres

Greater Manchester Integrated Transport Strategy (GMITS) 2005

GMITS also provides a policy framework for STPs. GMITS sets out the long-term, strategic approach for transport priorities to 2020. A key element of GMITS is the recognition of the importance of encouraging travel behavioural change, and the process of developing travel plans and other travel change initiatives designed to ensure maximum use of non-car modes.

The main elements of GMITS, therefore, include proposals for:

- Delivery of the expansion of the Metrolink network.
- The development of corridor partnerships with a range of organisations working together to implement an agreed integrated plan for each corridor which will have the delivery of agreed outcomes as a central component.
- Bus improvements, including both network enhancements and service improvements to improve journey quality and reliability.
- Development of rapid transit systems including busways and tram-train for some non-Metrolink corridors
- Improvements to the rail networks, especially in relation to increasing capacity.
- Development of a toolkit of demand management measures which underpin economic growth rather than harm it.
- Better integration of modes including smarter travel and behavioural change initiatives, better ticketing, and more park and ride facilities where these contribute to modal shift.
- Network management measures to make the best use of the existing infrastructure.
- Investment in cycling and walking infrastructure to make it more safe, secure and convenient
- Targeted investment in major highway schemes, especially for improving access to regeneration priority areas.

Better highway maintenance.

Greater Manchester Future Transport / Transport Innovation Fund (TIF) (2007)

Greater Manchester Local Authorities and Passenger Transport Authority have submitted a bid for a £3 billion package of transport funding which, if approved, would lead to a public

transport revolution in Greater Manchester including Metrolink extensions, improved trains, better bus services and more Yellow School Bus schemes.

Greater Manchester Air Quality Action Plan (2004)

In 2004, the Greater Manchester Local Authorities produced a co-ordinated Greater Manchester Air Quality Action Plan (AQAP). A key objective of the AQAP is to improve air quality by promoting a shift towards sustainable modes of travel and by promoting the use of low emissions technologies and practices. There is a specific action within the plan highlighting the need to implement STPs as one of the means to achieve this objective.

Tameside Policy Context

Tameside has been following a School Travel Plan Strategy for the past five years that has a strong commitment to the development of safe and sustainable modes of travel to school. The progress to date and the strategy through to 2011 are outlined in the following table:-

Year	Action Plan	Number of Schools with STP's	% of all schools with STP's
2003/04	Emphasis on the promotion and development of School Travel Plans working in partnership with schools. Extensive consultation with pupils, parents and staff leading to development of physical and soft measures at each school	15	15%
2004/05		58	56%
2005/06		78	76%
2006/07	Establish a wide range of borough wide campaigns and initiatives to stimulate the ongoing implementation of the STP's. Campaigns include dinosaur trails, Walk Once a Week (WOW), speed pledge, road safety, kerbcraft, cycle proficiency (Bikeright) and car share. Continue working with further schools on STP development.	95	92%
2007/08	Implementation of extensive monitoring and evaluation system for STP's. Promotion of annual campaigns and competitions on each of the borough wide initiatives. Implementation of proposed physical measures from existing STP plans. Completion of remaining STP's.	103	100%
2008-11	Review of STP plans and refinement where necessary. Development of new initiatives to maintain interest in STP process and implementation. Continued capital investment in remaining identified physical measures to remove barriers to sustainable mode use. Tameside will also be encouraging schools to combine their efforts where the school catchment areas overlap so that maximum impact can be achieved through co-ordination of initiatives and funding availability.		

The overall School Travel Plan Strategy contained a number of elements which are briefly described below in order to provide the background against which the Sustainable Modes of Travel Strategy has been developed.

Criteria for targeting schools

Tameside MBC adopted a proactive approach to identifying schools for inclusion in the STP process during the period 2003 to 2007. The Council approached each school in the borough by letter and personal contact through the School Travel Adviser to explain the benefits that can be gained from developing a STP, and explaining the processes involved.

Schools were asked to make a commitment to the development of a STP and those that provided this commitment were incorporated into the STP process. The council policy was to encourage and assist as far as possible all schools that wished to develop a STP so that the Councils' aim of all schools in the borough having a STP by 2010 could be achieved.

Each of the schools expressing a desire to develop a STP were compared against the following criteria and prioritised for development in the period 2006-2010.

- Where there were real and acknowledged problems such as excessive congestion around the school and a high level of accidents in the vicinity of the school
- Where there was scope to offer a significant contribution to road safety or reduction in car travel
- Where the school was enthusiastic and wished to be involved in the study
- Where specific initiatives would complement other programmes and strategies
- Where initiatives would be affordable, practical and possible to implement

Support given to schools?

Tameside MBC recognised that it is often difficult for schools to initiate and develop a STP given the competing demands that exist on core staff time. Support and guidance was therefore considered critical to helping schools develop their own STP. Within Tameside schools were offered support in the following areas:

- Preparing and undertaking a comprehensive school travel survey;
- Collating and analysing survey data;
- Identification of problems and potential solutions;
- Development of STP measures, particularly where these are engineering based;
- Consultation on STPs and local traffic management schemes;
- Assistance with the preparation of the school travel plan;
- Arranging meetings;
- Designing promotional leaflets; and
- Securing funding for the implementation of the STP measures

Tameside approach the development of the STP as a partnership between the school and the council to ensure that the STP meets the needs of each school and can be progressed at a rate that will produce definable benefits for the school and the local community in as short a time frame as possible.

Partnerships

The implementation of the School Travel Strategy was only possible in collaboration with partnership members including:

Tameside MBC

A number of departments and local Ward Councillors contributed towards the preparation and implementation of STPs. These include:

- Road Safety
- Planning
- Traffic Engineers
- Services for Children and Young People
- Parking Services
- Kerbcraft Co-ordinator
- Cycling Officer
- Healthy Schools Co-ordinator

Police

Advise on some safety issues, parking restrictions and traffic management issues. A particular area in which cooperation with the police is being sought at the present time is the enforcement of speed limits, and the existing and proposed parking regulations in the vicinity

of schools. Recent experiences have shown a disregard for parking restrictions and speed limits near schools and as a result Tameside is undertaking a campaign to enforce restrictions on parking by random checks and in reducing car speeds through a 'Pledge scheme' with parents.

Transport Operators

Help with improving and promoting bus and tram services used by pupils. Tameside MBC works closely with Greater Manchester Passenger Transport Executive (GMPTA) and the bus operators to establish the feasibility of providing discounted tickets for specific journeys to and from schools and colleges and in the provision of school bus services.

Local businesses

Help by supporting Travel Plan initiatives i.e. Sponsoring walking buses. As the first point of contact the council help explain the benefits of the scheme.

Road Safety Training

Provided by Road Safety Officers and offered to all schools within the Borough. Each year group for Key Stages 1 & 2 have individually tailored modules with a road safety theme i.e. observation, being seen, hazards and in-car safety and are progressive so that as a child moves through their school life they are exposed to a road safety module.

Pedestrian Training

Within schools Kerbcraft which provides core training on how and where to cross roads has had a positive influence on the implementation of STPs for a number of reasons:

- Visual impact
- Encourages walking to school
- Volunteer involvement in Travel Plan process
- Supports other initiatives i.e. walking bus, Road Safety training

Currently the scheme runs in many schools in the Borough. Increasing road safety awareness, encouraging people to be less reliant on the car and improving community relations are important issues in all parts of the Borough.

Cycle Training

This is provided through the Safer Cycling Scheme which is offered to all Primary schools with a school travel plan, for their Year 5 and/or Year 6 pupils. The courses are conducted on-road but at the individually risk assessed sites. All training is given by authorised and qualified trainers.

Highway and Traffic Engineering Measures

Improvements to safety on the journey to school have been provided for a number of years across the borough by a programme of School frontage improvements and implementation of 20 mph zones with associated speed control measures. Many schools have benefited from these measures with a safer environment being provided in the immediate vicinity of schools.

In the past four years measures have also been identified through the STP process and a number of policy initiatives have been reviewed in order to create criteria that have a greater focus on the needs of children on their journey to school. Key examples of this are the council policies on the provision of pedestrian crossings which has been reviewed to provide a new set of criteria in respect of provision on routes to schools, and the adoption and improvement of footpaths and rights of way to ensure that they can be improved to levels whereby they can form safe routes to school.

A wide range of measures have been implemented in the past four years as a result of STP developments, and the School Travel Plan Strategy, including:

- Cycle stands at several primary schools;
- A combined cycle / walkway at Dowson Primary School;

- Puffin and zebra crossings on walking bus routes to school;
- Extensive dinosaur trails to identify safe routes to school;
- Improved school entrances to provide safer access/egress to schools;
- Extensions of 20 mph zones;
- Implementation of trial car share clubs; and
- Implementation of a Pledge scheme for parents to travel at or below the speed limit near school

Currently under review

3. OBJECTIVES AND TARGETS

Vision and Aims

The overall vision for the Sustainable Modes of Travel Strategy is that every parent of every child has an equitable choice of and access to educational opportunity for their child; where access is supported by a sustainable travel and transport infrastructure; where information on sustainable travel is readily available for all schools to assist parents in making choices; and public transport arrangements exist to enable every child to travel to fulfil their educational potential in an independent, safe and sustainable manner. The Strategy also addresses the wider aims of protecting the environment and improving the social and economic impacts of the transport network.

The aim of improving school travel information and options, and encouraging sustainable travel choices on the journey to and from school, is to facilitate a lifetime change in the travel habits of children, parents, teachers and hopefully the wider community, so that they are more likely to take up healthy and sustainable travel modes including walking, cycling and public transport. This will significantly contribute to reducing problems of congestion and environmental damage, improving safety and security, promoting a healthier lifestyle, and benefiting the local community and economy.

Tameside Council has developed a number of core principles with regard to the provision of education opportunities and the accessibility of these to the whole community. The council is:

- committed to promoting sustainable and safe travel solutions;
- actively engaged in promoting good outcomes for all children by assisting them to be healthy, safe and to enjoy and achieve;
- recognises that attendance at school is vital to good outcomes;
- committed to wanting children and young people to attend school regularly and for pupils with specific needs has an active role in ensuring that this happens;
- working in partnership with parents/carers to ensure that children attend school, without diminishing parents' legal responsibility to ensure that their children attend school;
- to promote independent travelling for children and young people wherever possible, taking account of their age and needs;
- committed to supporting the families of children in need who have disabilities or who experience short-term crises, and those who have low incomes;
- committed to equality of opportunity and the celebration of diversity of ethnic backgrounds, gender, social class and disability. It is opposed to discrimination on the grounds of sexual orientation; and
- committed to promoting the take up of zero fare bus passes for low income families.

In terms of specific aims for the Sustainable Modes of Travel Strategy these are to reduce the incidence of car use for travel to school, improve the accessibility of all schools to provide freedom of choice, improve safety and security on the school journey, improve the health of school children by encouraging use of active modes, and to contribute to the improvement of the local environment through reduced emissions.

Objectives

It is important to translate the above vision and overall aims into a set of core objectives covering each of the main themes generally used to assess transport related policy impacts, namely, congestion, accessibility, safety, health, and the environment. Table 1 summarises the sub objectives in each category and identifies the core expected outcomes for these objectives.

Targets and Performance Indicators

The Sustainable Modes of Travel Strategy contains a number of core targets and key performance indicators that will be used to monitor and evaluate the performance of the strategy in delivering its aims. The targets cover:

- Number of schools with approved STP's;
- Mode of travel to school;
- Impact on accidents involving children;
- Effect of strategy on increasing freedom of choice for all social classes (key aim of the Home to School Travel and Transport Guidance – elimination of Social Exclusion);
- Impact on obesity in children; and
- Air quality.

Table 2 presents a summary of the targets, the current status where applicable, and the monitoring and performance indicators that are to be used to evaluate the strategy on an annual basis.

Category	Objective	Desired Outcomes
Congestion	<ul style="list-style-type: none"> • Encourage modal shift, especially in urban areas and outside schools • Increase the number of children using sustainable modes of travel to school 	<ul style="list-style-type: none"> • Less car congestion on the roads • Healthier, fitter children • Fewer congestion problems outside the school gate • Increased safety due to reduced vehicle/pedestrian conflicts • Less barriers to walking/cycling
Accessibility	<ul style="list-style-type: none"> • Improve accessibility to schools by walking, cycling and public transport • Increase travel choice and awareness of the options available • Promote sustainable options • Address the travel needs of all children and particularly those with some form of disadvantage • Provide travel planning training • Provide secure cycle storage 	<ul style="list-style-type: none"> • Reduced social exclusion • Better attendance at school and improved access to other services, e.g. healthcare, employment • Healthier, fitter children • Children are more independent • Increased awareness of sustainable transport
Safety	<ul style="list-style-type: none"> • Raise awareness of road safety issues • Improve road sense for children through road safety training, kerbside and cycle proficiency • Continue to implement the safety proposals contained in STP's 	<ul style="list-style-type: none"> • Fewer vulnerable road users killed or seriously injured in road traffic collisions • More journeys by bicycle, walking and public transport • Children are more independent
Health	<ul style="list-style-type: none"> • Strengthen the existing links to the healthy schools programme and initiatives • Promote and encourage the use of active modes of travel as a way to a healthier lifestyle 	<ul style="list-style-type: none"> • Healthier, fitter children • Reduced pressures on health care facilities • Long term lifestyle benefits
Environment	<ul style="list-style-type: none"> • Reduce environmental impacts of travel • Integrate STP process with the extensive Eco-schools programme in the borough 	<ul style="list-style-type: none"> • Reduced carbon intensity of travel choices • Reduced pollution from the home to school journey • Healthier environment on the journey to school and around the school gates leading to a reduction in perceived barriers to walking/cycling
Education	<ul style="list-style-type: none"> • Link STPs and sustainable transport to the school curriculum to promote good lifelong habits • Educate and inform parents about transport options and alternatives • Provide knowledge and resources to educate children about road safety 	

Table 1 Sustainable Modes of Travel Strategy : Objectives and Outcomes

Measure	Target	Status	Monitoring / Performance Indicator
Number of School Travel Plans	All schools to have an approved STP by March 2008	96% of schools had completed STP's as of March 2007 – therefore on target	Number of completed plans
Mode of Travel	10% reduction in the number of car journeys to primary schools by 2011 from base of 42% in 2003 with a consequent increase in walk/cycle 10% of secondary pupils to cycle to school by 2011	2007 car mode share 37% therefore half way to target based on current evidence 2007 – 3.7% currently cycle but cycle measures in STP's only implemented in 2006/07	Annual School census data will be used to monitor trends in modal usage
Road Safety	In Greater Manchester the following targets have been set: <ul style="list-style-type: none"> • A 50% reduction in all KSI casualties and accidents. • A 55% reduction in all child KSI casualties and accidents. • A 25% reduction in all pedal cycle casualties. • A 25% reduction in all pedestrian casualties. • A 10% reduction in all slight casualty rates (rate per 100 million vehicle kilometres). 		Annual road traffic accident statistics
Air Quality	In Greater Manchester we aim to meet the following air quality targets by 2010: <ul style="list-style-type: none"> • To reduce NOx emissions from traffic on local and main roads by 39%. • To limit the increase in CO₂ emissions to 4.5% 		
Social Inclusion	To increase the number of low income families accessing zero fare bus passes to 500 in 2008/9	In 2005/06 there were 384 families with zero fare bus passes	Annual check on number of issued passes
Health – child obesity	Tackle the underlying determinants of ill health and health inequalities by halting the year on year rise in obesity among children under 11 by 2010		National Health statistics

Table 2 Sustainable Modes of Travel Strategy : Targets and Performance Indicators

4. CONSULTATION PROCESS

The Sustainable Modes of Travel Strategy has been developed by a Sustainable School Travel Working Group comprised of key representatives of the education and the transportation services in Tameside. The core working group comprises senior education officers from Services for Children and Young People - Access and Equality and the Head of Inclusive Services, the Group Engineer Environmental Services, the Principal Engineer for Transportation Policy, the councils School Travel Adviser, and the councils Road Safety Officer. Inputs have also been sought from other representatives in each area of specialism to ensure that the strategy addressed all relevant issues. This has included consultation with the Children's Leadership Team within Services for Children and Young People.

The working group reports to a Steering Group which reviews and endorses the strategy and is comprised of the director and cabinet deputy for the engineering and education services respectively.

The strategy has also drawn on the extensive consultation that has been undertaken during the development of the individual School Travel Plans. During the development of each STP surveys were undertaken with pupils, parents and staff to ascertain the following information with regard to travel to school.

- Usual mode of travel to/from school
- Preferred mode of travel to/from school
- Postcodes of the school catchment area
- Maps showing mode of travel to school by postcode
- Maps showing preferred mode of travel to school by postcode
- Map based data on the routes taken to school
- Maps showing location of danger points or areas where initiatives are needed
- Parents views on travel issues to school
- Support for initiatives such as walking buses, cycling to school, park and stride, use of public transport and car sharing
- Staff concerns on travel to school
- Whether children travel alone or in groups
- Whether pupils own a bike
- Number of cars in household
- Whether parents drop them off on their way to work
- What do pupils not like about walking or cycling to school
- What would pupils like to see done that would encourage them to walk/cycle to school
- Parents views on what would be needed to encourage them to allow their children to walk/cycle to school
- Consultation on measures proposed in the STP's and the likelihood that they would effect choice of travel mode (i.e. take up of walking bus and car share schemes)
- Secondary children's satisfaction with their travel options to school

Questionnaires were distributed to all pupils, parents and staff in each school. On average completed questionnaires were received from two thirds of pupils and one third of parents and staff members. As the number of schools with approved STP's currently stands at 96% of all schools in the borough the above database provides a very strong evidence base of the issues that exist with regard to promoting sustainable travel modes at both an individual school level and over the borough as a whole.

A critical objective of the questionnaires was to gather information on what were considered to be the barriers to walking/cycling and use of public transport on the journey to school and to determine what the 'users' would like to see undertaken in order to encourage them to use more sustainable modes of travel. The users in this context are pupils, parents and staff.

The outputs from this extensive consultation exercise with around 10,000 primary school children, 5,000 primary school children parents and 10,000 secondary school children provide a clear insight into school transport issues in the borough. This has been used as a basis for the development of STP's and the Sustainable Modes of Travel Strategy to make sure that it addresses the concerns of the key stakeholders and delivers an approach that will achieve a mutually beneficial outcome for users and providers of school transport facilities.

5. SCHOOL TRAVEL : THE CURRENT SITUATION

It is important to set out the background school travel situation against which the Sustainable Modes of Travel Strategy has been developed and will be assessed as to its success. This section presents information on national trends in school travel over the past few years as a basis to compare our local situation, details of recent trends in Tameside, the current levels of mode of travel to school, and finally a summary of the existing levels of education transport provision in the form of free or subsidised transport.

National Travel to School Data

The national statistics quoted in this strategy, unless otherwise stated, appear in the **DfT Transport Statistics Bulletin, National Transport Survey: 2006. Journey to school by age group and mode**. Between 1995/1997 and 2006, the proportion of primary school children who walked to school fell from 53% to 52%, with a corresponding increase in those being taken by car, from 38% to 41%. Among secondary school children there occurred a slight decrease in the proportion of children walking to school, from 42% in 1995/97 to 41% in 2006, with the proportion being taken by car remaining stable at 20%. Over the same period the proportion of secondary children travelling to school by bus (including school coaches) fell slightly from 33% to 31%. About 3% of secondary school children cycled to school in 2006.

The travel diary data in the survey indicated that in 2006 only 5% of journeys to school by primary age children were undertaken alone (i.e. unaccompanied by another child or adult) compared with 9% in 1995/1997 and 21% in 1985/86. The trend for secondary school pupils has been in the opposite direction in recent years, with 43% travelling to school alone in 2006 compared with 41% in 1995/1997.

Table 3 compares national and local statistics for 2006 and shows that:

- In 2006 more primary pupils walked to school in Tameside than the national average and this is a reflection of the fact that many of the schools in Tameside are in urban areas with relatively compact catchment areas; and
- In 2006 there were significant difference in the proportion of secondary pupils walking and using bus to access schools in Tameside. The higher proportion of bus use is also likely to be a reflection of the urban nature of much of Tameside and the presence of a network of public bus services.

School Type / Mode Percentage	National	Tameside
Primary		
Walk	52%	56%
Car	41%	40%
Secondary		
Walk	41%	38%
Bus	31%	39%
Car	20%	21%
Cycle	3%	2%

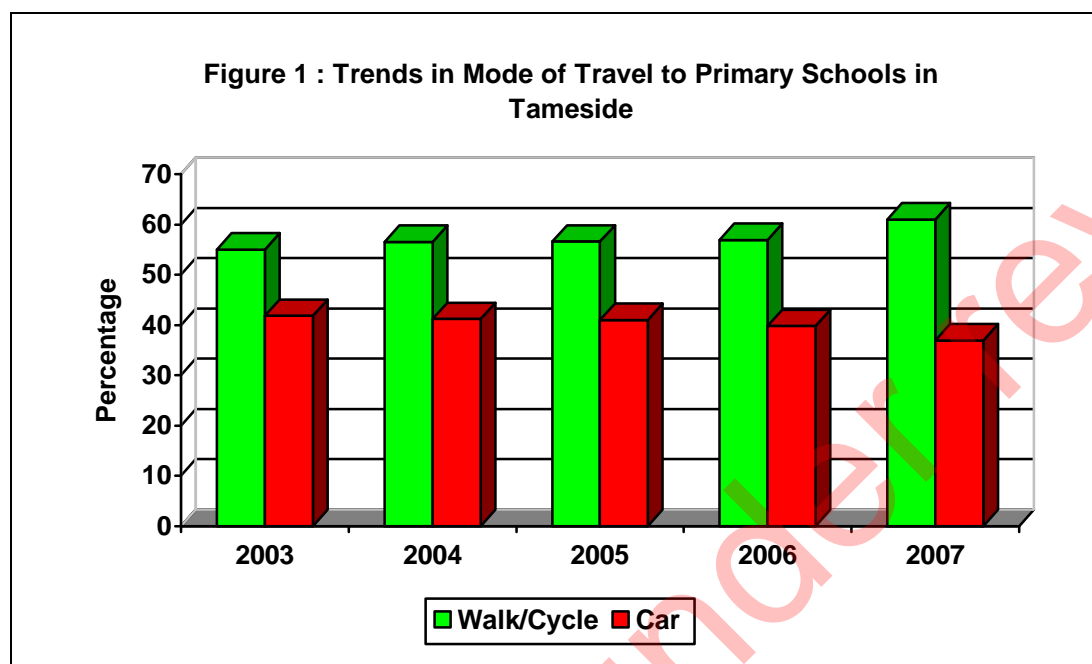
Table 3 Mode of Travel to School : National and Local Comparisons 2006

Tameside Schools : Mode of Travel

Over the past five years a range of school travel surveys have been undertaken involving three separate survey types as follows;

- Comprehensive pupil, parent and staff surveys on travel patterns and attitudes carried out as part of each School Travel plan development process. At least one such survey exists for 96% of schools in the borough;
- Annual hands up surveys of the mode of travel to school for the years 2003 to 2006 with the number of schools participating increasing from 50% in 2003 to 65% in 2006; and
- The recently implemented annual school census which provided data for 2007 at 90% of schools in Tameside.

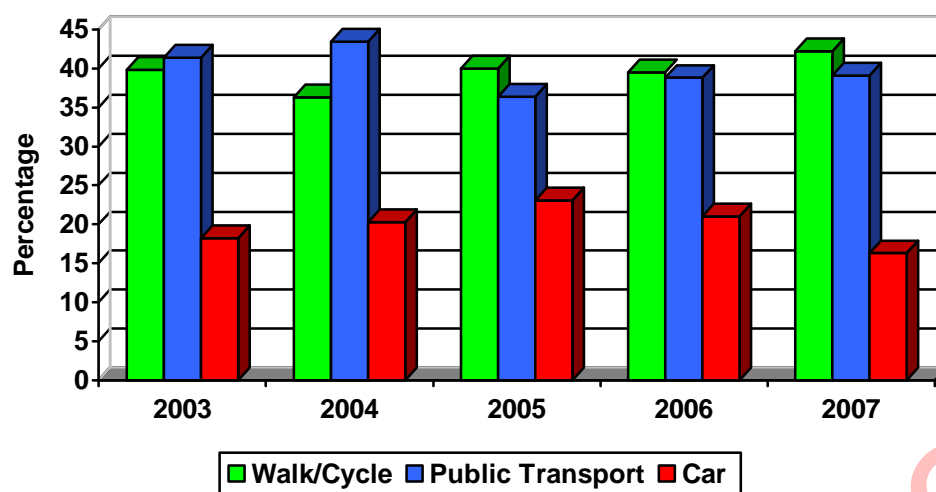
These data sources have been combined to provide an indication of the trends in school travel over the past five years and these are shown in figures 1 and 2 for primary and secondary school respectively.



In order to simplify interpretation the data has been collated into walk/cycle and all car usage. The figures for primary schools show a positive trend in that walk/cycle usage is on the increase over the period and car usage on the decline. Whilst the base data is not a 100% sample of all schools in each year the results are drawn from almost 400 individual school travel surveys carried out over the past five years and as such presents an adequate base to identify any general trend.

As the School Travel Plan Strategy and development of school travel plans started in earnest in 2003 the above figure indicates that a positive outcome is being achieved as a result of the implemented strategy.

Figure 2 : Trends in Mode of Travel to Secondary Schools in Tameside



The figures for secondary schools are drawn from a lower survey base particular before 2005 and as such overall trends are somewhat more difficult to interpret. However, from 2005 onwards over 80% of secondary schools are represented each year with a consist composition of schools. It should be noted that the first secondary school travel plans were developed in 2005 and implementation in the form of cycle storage and promotion of walking/cycling took place in 2006. Therefore, while it is too early to draw significant conclusions as to long term trends there would appear to have been an increase in the use of walk/cycle/bus in the past three years.

The current mode of travel to primary and secondary schools as derived from the first 2007 school census data which covers 80% of primary school pupils and 90% of secondary school pupils is shown in figures 3 and 4 respectively. With such high proportions of pupils surveyed there is a strong degree of confidence in the overall proportions indicated by the survey. This information will provide the baseline for future monitoring and evaluation of the Sustainable Modes of Travel Strategy.

Figure 3 : Primary School Mode of Travel to School : 2007

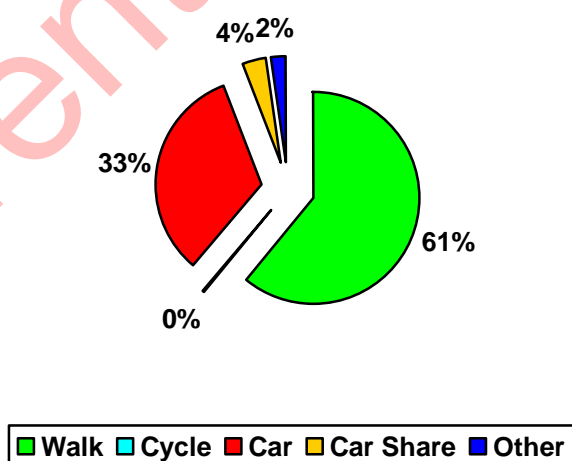
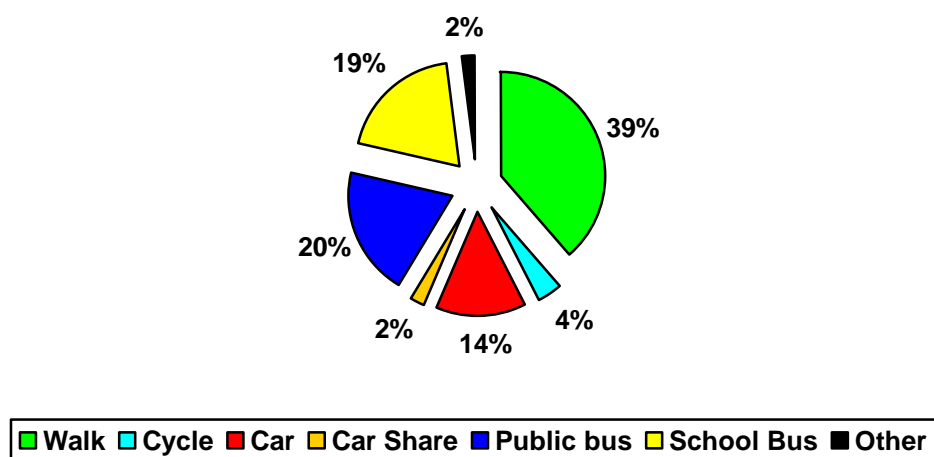


Figure 4 : Secondary School Mode of Travel to School : 2007

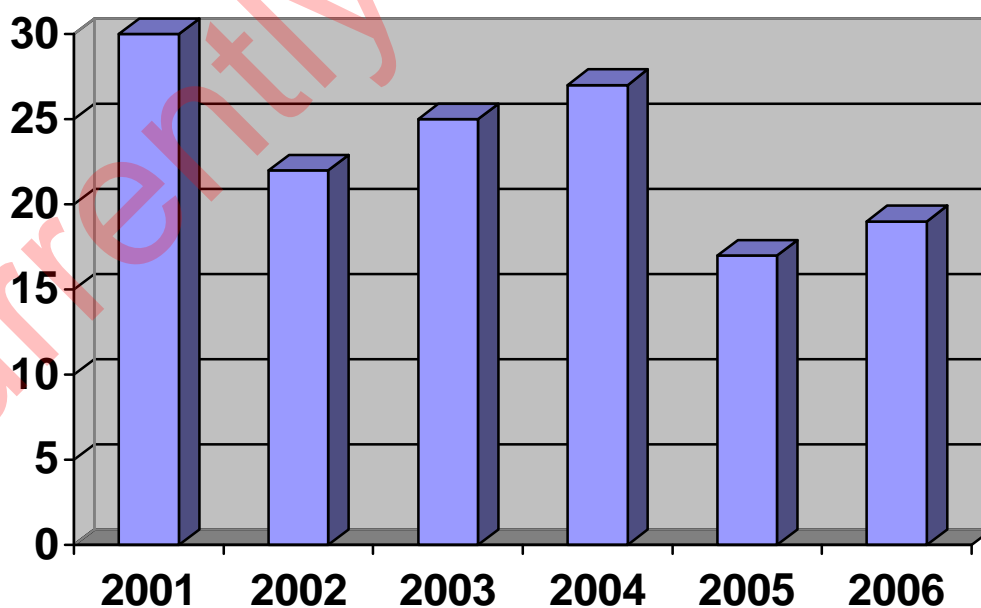


Within the above proportions of pupils walking to school there are significant variations between schools, as shown in Appendix A for a sample of primary and secondary schools, and these differences are often a function of the nature of the catchment area and the primary attraction factors of the school. For example denominational schools frequently have a much wider catchment area, schools in rural areas will have higher average trip lengths to school; and the nature of the catchment in terms of car ownership levels (particularly two car owning households) will influence the proportion for which car is an option.

Child Casualty Trends

Figure 5 shows the number of fatal/serious accidents involving children under the age of 16 over the past six years in Tameside.

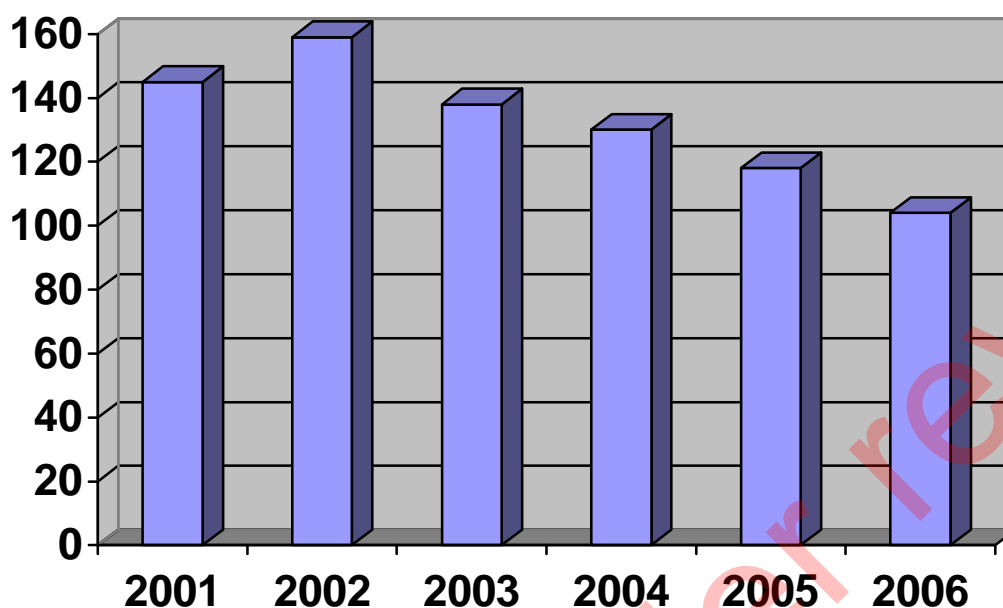
Figure 5 Fatal/Serious Child Road Accidents : 2001 - 2006



This shows a general downward trend in fatal/serious accidents over the period.

Figure 6 shows the number of slight accidents involving children under the age of 16 over the past six years in Tameside.

Figure 6 Slight Child Road Accidents : 2001 - 2006



This shows a general downward trend in accidents over the last five years.

School Transport Assistance

In total 1647 children and young people currently receive assistance with travel costs from Tameside Council, to travel to schools, colleges, pupil referral units, respite or contact sessions with their family. This assistance may come in the form of a bus pass, mileage costs paid to family members, or a place in a taxi, minibus or other vehicle.

In 2005/06, a total of 1075 zero fare bus passes were issued to Tameside residents. Of these, 691 were issued on denominational grounds to pupils travelling more than 3 miles to a denominational school within and without the borough. A further 381 passes were issued to low income families. All zero fare bus passes were issued to secondary age pupils.

Tameside also offers a cycle allowance in lieu of a zero fare bus pass. However, this was not taken up by any pupil in 2005/6

Summary

Over the past five years the council has been pursuing a School Travel Plan Strategy aimed at establishing travel plans in all schools, implementing measures to support safe and sustainable travel model access to school, and encouraging schools to participate in borough wide campaigns and initiatives. Based on the existing evidence there is a clear indication that this is having the desired effect in increasing walking and cycling at the expense of car access.

The next phase of the strategy now that all schools will have travel plans in place by the end of March 2008 is to maintain the impetus through new campaigns and invigorated existing campaigns so that the travel plans continue to impact on pupils/parents choices. Monitoring through the use of a detailed on line survey will play a central role in sustaining the travel plans, identifying the changes they are instigating, and identifying areas where barriers continue to exist and where new initiatives may be needed.

6. ASSESSMENT OF SCHOOL TRAVEL NEEDS

Tameside has been adopting an approach to the development of school travel plans that provides a detailed assessment of school travel needs on a school by school basis. The detailed travel surveys undertaken as part of the development of the school travel plans in conjunction with route audits to schools, provides a comprehensive assessment of each schools travel needs.

The database for each school contains:

- Usual mode of travel to/from school;
- Preferred mode of travel to/from school;
- Postcodes of the school catchment area;
- Maps showing mode of travel to school by postcode;
- Maps showing preferred mode of travel to school by postcode;
- Map based data on the routes taken to school;
- Maps showing location of danger points or areas where initiatives are needed;
- Parents views on travel issues to school;
- Support for initiatives such as walking buses, cycling to school, park and stride, use of public transport and car sharing;
- Staff concerns on travel to school;
- Whether children travel alone or in groups;
- Whether pupils own a bike;
- Number of cars in household;
- Whether parents drop their children off on their way to work;
- What do pupils not like about walking or cycling to school;
- What would pupils like to see done that would encourage them to walk/cycle to school;
- Parents views on what would be needed to encourage them to allow their children to walk/cycle to school;
- Consultation on measures proposed in the STP's and the likelihood that they would effect choice of travel mode (i.e. take up of walking bus and car share schemes); and
- Secondary children's satisfaction with their travel options to school

The above information is summarised in each School Travel Plan, an example of which is contained in Appendix B, and each schools travel plan will be made available on the council's website.

The information contained in the School Travel Plans summarises the problems/issues relating to travel to school, the proposed measures to resolve these problems, and an action and implementation plan.

7. EXISTING SUSTAINABLE INFRASTRUCTURE AND INITIATIVES

School Specific Infrastructure

We have already undertaken a comprehensive audit of sustainable travel and transport infrastructure on a school-by-school basis, through the formal STP development process. The purpose of these school specific audits was to:-

- Give parents/guardians important travel information so that they can make informed choices when sending children to school, and can find a safe and sustainable route;
- Help to identify barriers in the sustainable transport infrastructure that prevent children from choosing these modes; and
- Identify potential improvements to infrastructure around schools, which could be addressed by schools themselves, the local authority or other partners.

Each School Travel Plan contains plans showing the existing measures in the vicinity of each school and on the main routes to the school that support sustainable transport modes. The School Travel Plans also contain details of the proposed measures, identified during the STP development process, for implementation in the vicinity of each school and on each main route to school. Combined these plans provide a complete picture of the current and future sustainable infrastructure at each school.

The information contained on the plans, and in the individual STP Action Plans, includes:

- School crossing patrol locations;
- 20 mph zones and the measures used to control traffic speeds;
- Zebra, pelican/puffin and traffic signals with pedestrian facilities;
- School zones;
- School waiting restrictions;
- Cycle routes;
- Walking routes to schools (the Dinosaur Trails which exist for 85% of schools at present);
- Remaining danger spots as identified in the STP's;
- Public bus routes to schools;
- Contracted bus services;
- Walking buses in operation;
- Schools with cycle storage facilities and pedestrian shelters;
- Schools operating Tameside borough wide campaigns such as Walk Once a Week, Speed pledge, car share e.t.c.;
- Schools providing road safety training; and
- Schools providing cycle proficiency training.

Access to each school travel plan will be made available on the Tameside MBC website. A list of schools with a School Travel Plan in place is provided in Appendix C. The location of individual schools in Tameside can be viewed on maps through the following link.

<http://public.tameside.gov.uk/forms/f1150tamesidemaps.asp>

Borough Wide Infrastructure Summary

Public Transport Provision - parents can obtain detailed information on the public transport network and services / routes in Tameside through the GMPTE website. This website includes an interactive Journey Planning tool which will enable parents to view public transport information for specific school locations. A route map showing all services operating in Tameside is available at the following link
<http://www.gmppte.com/pdfmaps/network10.pdf>.

Contracted School Bus Provision. - A list of all schools within Tameside where contracted school bus services are provided is shown in Appendix D. For information regarding Yellow School Bus provision please click on the link below.

<http://www.yellowschoolbus.info>

Cycleways – Tameside has an established network of cycle routes and a leaflet showing these is freely available from the council offices. Alternatively the existing cycle routes can be viewed on maps of the borough through the following link.

<http://public.tameside.gov.uk/forms/f1150tamesidemaps.asp>

Road Safety measures - Further information on existing road safety measures which have been implemented in the vicinity of, or on the routes to schools, across Tameside, including Safer Routes to School physical measures, 20mph zones around schools, controlled crossing facilities and school crossing patrol locations are shown on the individual school travel plans. Further information on Road Safety initiatives in Tameside can be located through the following link – <http://www.tameside.gov.uk/roadsafety/index.html>

Cycle and Pedestrian Training - a comprehensive programme of cycle and pedestrian training has been delivered in Tameside schools. A list of schools that carry out pedestrian and/or cycle training is provided in Appendix E.

Current Borough Wide Sustainable Initiatives

WOW scheme – Walk once a Week

This scheme was initially piloted at Dowson Primary in the summer term 05/06. The results of the scheme were outstanding, showing a modal shift from car to walk/cycle of around 30% on WOW days. This initiative was then launched across the borough in October 2006 and has been taken up by 31 schools in the borough. The schools are requested to select one or more days in the week which would be designated as their WOW day. They then ask the children on those days in particular, to walk, cycle to school or park a reasonable distance to the school and walk or cycle from there. The children are provided with postcards for each month, which they would have marked by a designated monitor in the classroom. Should the children complete each of the WOW days in the month, they would receive a badge. There is a different badge for each month, and experience has shown that they are currently very much in demand.

Cycle Initiative – BikeRight Training

The cycle training company called BikeRight, provides stage 1&2 Bikeability training to schools who have achieved school travel plan status. This involves both on and off road training. Many parents feel apprehensive in allowing their children to cycle to school, and this scheme provides both parents and children with the confidence to cycle to school.

Dinosaur Footprint Promotion

In all cases the physical measures for each School Travel Plan have included Dinosaur footprints, created using thermal plastic, that depict safer routes to school. The feet have been placed at strategic points to: highlight safer places to cross, indicate to parents parking around the school, that this location is a crossing point, and they should therefore keep clear; and to encourage the children to walk in promotions described. The Dinosaur week is run as a competition, where schools hand out leaflets, highlighting the dinosaur footprints, together with some road safety advice and fun facts on dinosaurs. The children are then invited to count the feet on their way to school, while walking or cycling. The numbers are recorded on a sheet provided to the schools. In future years the initiative will be open to all schools as a fun option to support their walk to school week. The council has a resident dinosaur available for individual promotions, and photo opportunities.

Bike Maintenance Classes

A scheme has been developed that provides basic training in maintaining bicycles in a safe operating condition. The training is provided by experienced cyclists and often Greater Manchester Police will come along and undertake post code stamping of bikes to provide added security.

This scheme would be extended to both Primary and Secondary Schools. It was initially trialled at Dowson Primary, who are now a 'Bike It' School. The scheme involves training teachers and senior pupils to hold bike maintenance classes for children who cycle to school on a regular basis. Once the initial training has been given it is hoped that the scheme would continue independently, with the information and skills being passed on to the next generation of children. Research has shown that many children do not cycle to school because their bikes are unfit for purpose. By picking up the skills of bike maintenance the children are equipped for life as a cyclist.

Speed Pledge

This scheme was launched in 2005 and proved highly successful. A consistent comment made by both parents and children during the School Travel Plan consultation was that traffic was too fast around their school. In response to this, Tameside set up a Speed Pledge campaign, launched in conjunction with the

Police who turned up with an actual speed camera and a police hat and coat for the children, who were then given the opportunity to monitor speeds around their school.

The children were asked to get their parents and/or drivers in their family to sign up to pledge to keep within the speed limits at all times. The children are then asked to keep an eye on the speedometer and remind parents of their promise. The scheme was also open to secondary schools with year 7 and 8 children targeted.

Those parents who sign up to the pledge were presented a certificate and a car sticker which read 'SLOW DOWN, TASTE LIFE, DON'T WASTE LIFE'. Each year those parents who signed up to the pledge will be sent a 'Keep Your Promise' postcard.

Each of the above has annual competitions in operation with prizes for the winning school and it has been shown that this assists in incentivising the schools to take part and in providing added interest for the children.

8. PROPOSED INITIATIVES AND ACTION PLAN

Subject to appropriate funding the proposed action plan with regard to the Sustainable Modes of Travel Strategy can be summarised as follows;

- Complete School Travel Plans for the final 6 schools by March 2008;
- Make available on the councils website the existing School Travel plans for each school by the end of 2007 as these provide the majority of the information required to enable parents to understand the travel choices available for each school;
- Implement the on line monitoring and evaluation system for the School Travel Plans at each school over the period 2007/08;
- Continue with the existing borough wide sustainable initiatives and campaigns on an annual basis and extend them to include new initiatives as identified below;
- Continue with the implementation of the physical measures identified within the school travel plans in the form of new pedestrian crossings, additional school crossing patrols, school exclusion zones, 20 mph zones around schools, speed controls, waiting restrictions, warning signs, and upgraded footpaths;
- Review the status of the strategy on an annual basis as a result of the monitoring and evaluation process; and
- Prepare strategy updates for publishing each August

Seed Drop Initiative: Flower Power Week

It is proposed that there be a week at the end of April each, for this walking initiative. The scheme involves children spreading wild seeds on rough ground on their way to school. The children would be allowed to wear 60's and 70's clothes for the seed drop day, to keep in with the theme of flower power. During the subsequent weeks the children will be asked to record, on postcards provided, which plants succeeded and which failed to emerge. This would be done with continued walks to school, instead of trips in the car. Schools would be provided with the necessary information pack to draw the initiative into the classroom.

Around the World Scheme:

This scheme is for those schools whose travel plan is fully established, as it involves a year long campaign. The theme of the initiative is for the schools to travel around the world, by walking, cycling, and car sharing or parking some distance to the school and walking the remainder of the journey. For each journey each pupil makes, the school would be awarded a number of miles. The intention is that the schools are able to complete the journey within the school year. There will be a prize for the school which completes the journey in the shortest period. Information packs will be provided to the schools, in order for them to draw the initiative into the classroom.

Light up the World Scheme

This is an initiative aimed at both primary and secondary schools. The schools are invited to hold a walk to school day, during the dark winter months. The children are asked to wear the brightest outer garments and accessories available to light their way to school. Only those children who walk, cycle or park and walk/cycle will be allowed to participate. Rewards will be fluorescent enamel badges for those participating children. Road Safety will support this event with leaflets and fun fact sheets, using a 'Be safe be seen' aspect.

School Car Share Club

This scheme has been trialled at three primary schools in the borough, with mixed results. Feedback has been taken on board and adjustments made to the marketing of the product.

The scheme is fully secure and run by the schools themselves. The catchment area and mode of travel has been analysed previously during the travel plan process and schools have been identified where a scheme of this nature is viable. During the consultation with parents for the travel plan, support for a possible scheme at the school collated and where feasible, highlighted in the action plan of the travel document.

News letter for Schools

It is important to keep schools, pupils and parents informed of activities around all the schools in the borough and of future activities open to them. The newsletter would be a forum for new ideas and information on funding available to schools for schemes which they may want to initiate. The newsletter would encourage schools to submit articles and pictures of activities they have been involved with and any problems they have encountered. This would also provide useful contacts and links. The news letter would be provided to both schools and parents through displays set up at parent evenings and other major events

Monitoring of Existing School Travel Plans

Perhaps the most important of the activities listed, the monitoring of the School Travel Plan is now a statutory obligation for both the schools and the Local Authority. The most basic of information relating to mode of travel to school will be gathered through the School Census, which has added another question in 2007 to meet this obligation. However this information provides a limited understanding of the effects of individual elements of the travel plan, the activities encouraged and the physical and soft measures implemented in and around the school.

The package selected has been designed specifically for this purpose. It is an on line scheme, completely secure and user friendly for both adults and children. The package allows route mapping and highlighting of danger points along the route to school. This has an added benefit of being able to identify which areas to target and in order of priority (depending on the number of times a particular spot has been hit). In addition the package provides an analysis tool for children and teachers to analyse their own data in a variety of ways, making it easily compatible with existing classroom work.

Walking buses

Walking buses are great for schools where parents have difficulty finding the time to walk. A walking bus is a group of children walking to school with two or more volunteers – a 'driver' at the front and a 'conductor' at the rear. The walking bus follows a set route, stopping at agreed pick up points on the way to and from school. Details of the procedures for setting up a walking bus are available in our Walking Bus Guidance. We will provide the following resources to individual schools to set up a walking bus:

- Pedestrian training for users of the walking bus.
- Fluorescent and reflective clothing.
- Consent forms
- Route risk assessments
- Third party public liability insurance for volunteers
- CRB checks for volunteers
- Letters for parents
- A walking bus guide

Sustainable transport education measures

The promotion of sustainable transport through the development of an STP can provide a great opportunity for learning. It gives children the chance to work directly with the decision makers and to have a say in developing their own surroundings.

There are lots of opportunities to integrate the topic of school travel into the curriculum; some schools have made school travel a cross curricular theme by including different aspects of the project in different subjects. For example schools can look at survey data in maths, maps in geography, designing a road sign in art. Cycle and pedestrian training can contribute to PSHE and the development of an STP can also help children to understand citizenship.

9. SCHOOL TRAVEL POLICY

Assistance With Travel For Primary and Secondary Age Children

Travel to schools within Tameside

It is the responsibility of the parent(s)/carer(s) of a pupil to see that he/she attends school. However, the Council provides assistance with transport to school in circumstances detailed below, for pupils who live within the Tameside area.

Pupils from Low Income Families

The Education and Inspections Act 2006, introduces free transport assistance for pupils from low income families. Those who qualify are pupils eligible for free school meals **or** from families in receipt of **maximum** working tax credit. Pupils meeting these criteria will receive a zero fare bus pass providing that they are aged 11-16 attending one of their three nearest suitable schools (where this is from 2 miles to a maximum of 6 miles from their homes address with effect from 1st September 2008). This applies to travel within Tameside and also to schools outside of Tameside.

Roman Catholic pupils attending their designated Tameside Roman Catholic High School

Pupils attending their designated Tameside Roman Catholic High School and who have attended a Roman Catholic primary school will receive a zero fare bus pass providing that they are aged 11-16 and are travelling over three miles to school.

Travel to schools outside Tameside

Other than for pupils from low income families as detailed above, Tameside Council will not normally assist with traveling expenses associated with admission to schools in another Council area. The following groups are excepted and entitled to a zero fare bus pass where travel above three miles is involved:

Pupils who move into Tameside and are in Year 10 or 11 of a school maintained by another Council will receive assistance for journeys of three miles or over until the completion of that examination course.

Pupils attending their nearest available denominational school (but not Roman Catholic) that is more than three miles but less than fifteen miles.

10. STRATEGY MONITORING AND EVALUATION

Monitoring and evaluation of STPs

In order to establish if the STP is working, progress toward achieving targets needs to be monitored at least annually. The monitoring and review will utilise the Tameside on line monitoring system that is being implemented in each school during 2007/08, in conjunction with the annual school census data.

Engagement of the whole school community should ensure longevity of the STP. With the changing school environments, catchment areas and pupil turnover, an STP can become outdated and in need of review within a relatively short period of time. Part of the minimum standard for an STP to be approved incorporates the inclusion of proposals to review. Whilst the review is not considered to be an onerous process and should take considerably less time to conduct than developing the original plan, schools are likely to need and will be offered, assistance and support during the process. The whole STP should be reviewed at least every two years, to see if it is meeting targets and to set new targets where necessary

School Travel Working Group (STWG)

The STWG will be responsible for coordinating the delivery, monitoring, and review of this Strategy. The STWG is responsible for:

- Ensuring that all schools have a travel plan by 2010
- Reducing car use on the journey to and from school, as dictated by the LTP
- Reducing the number of collisions around schools at all times of the day and on the journey to and from school
- Identifying priority schools to target
- Ensuring that schools can access a single coherent package of initiatives linking all agencies/partners to ensure maximum added value when delivering the strategy

To deliver the Sustainable Modes of Travel Strategy, the STWG will:

- Coordinate the work of various initiatives and organisations that aim to improve road safety and reduce car use on the journey to school
- Devise, where appropriate, new initiatives to help schools improve road safety and reduce car use
- Provide schools with support and information to assist them to reduce car use and improve road safety on the journey to school
- Keep up to date on current school travel issues
- Support schools in implementing STP measures
- Help to monitor and review schools' progress in achieving the above
- Prioritise schools for inclusion in the STP, Safer Routes to School and 20 mph programmes
- Respond to emerging new policy or legislation
- Source funding where necessary to deliver the strategy
- Produce and deliver a comprehensive marketing and communications strategy to engage all stakeholders
- Produce an updated Sustainable Modes of Travel Strategy on an annual basis

The STWG will meet every quarter, and will be responsible for reviewing performance against the high-level targets in this Strategy, and for maintaining the inclusive multi-agency partnership approach to sustainable school travel that has been successful to date.

Marketing and Communications

The successful delivery of this Strategy will depend in part on effective marketing and promotion of the Strategy itself and of the STP process and associated measures. This will be important in securing wider community ownership of the importance of sustainable school travel and in encouraging schools and other partners to fully engage in the STP process. We have already undertaken a range of marketing activities and borough wide campaigns, and will continue to develop these and other complementary activities throughout the duration of the Strategy as described in earlier sections.

The STWG will deliver a range of marketing and communications activities to underpin this Strategy. These may include: -

- Issuing press releases relating to sustainable school travel
- Publicising positive impacts achieved through promoting sustainable travel
- Developing bespoke promotional literature
- Involving pupils in designing campaigns materials
- Organising and participating in sustainable travel promotion events
- Developing internet-based resources and information on sustainable school travel

Currently under review

11. STRATEGY REVIEW PROCESS

The Strategy will be reviewed regularly by the STWG, in order to ensure performance is kept on track. Feedback from schools and parents will be incorporated into the review process to ensure the Strategy is fit for purpose as a best practice, practical guidance document and information source.

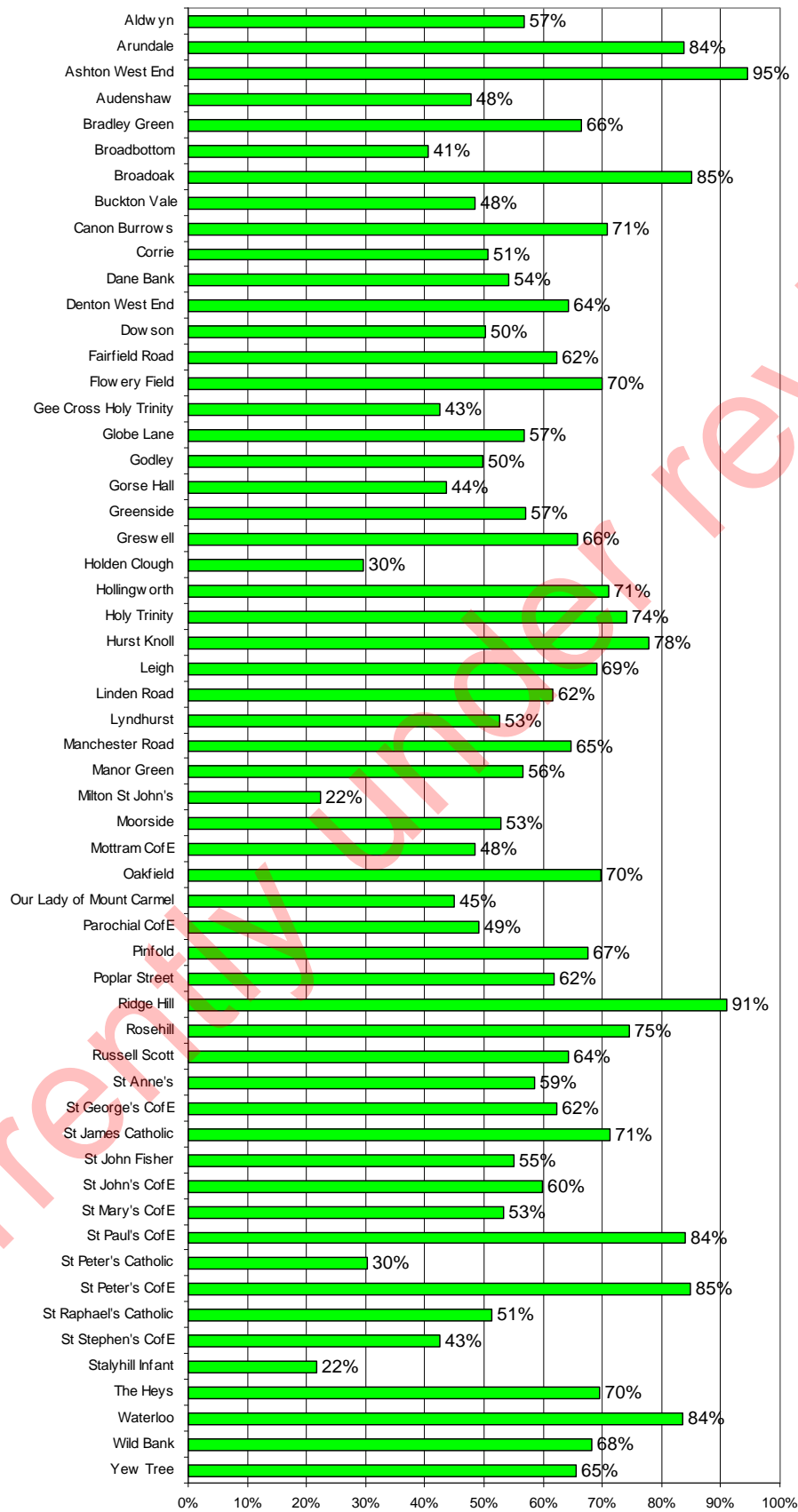
In line with statutory requirements, the Strategy will be updated on an annual basis and published on the Tameside Council website by 31 August every year. The STWG will fully assess the approaches outlined in this Strategy, taking into account known funding availability and all relevant local circumstances, and amending or updating the Strategy accordingly.

APPENDIX A

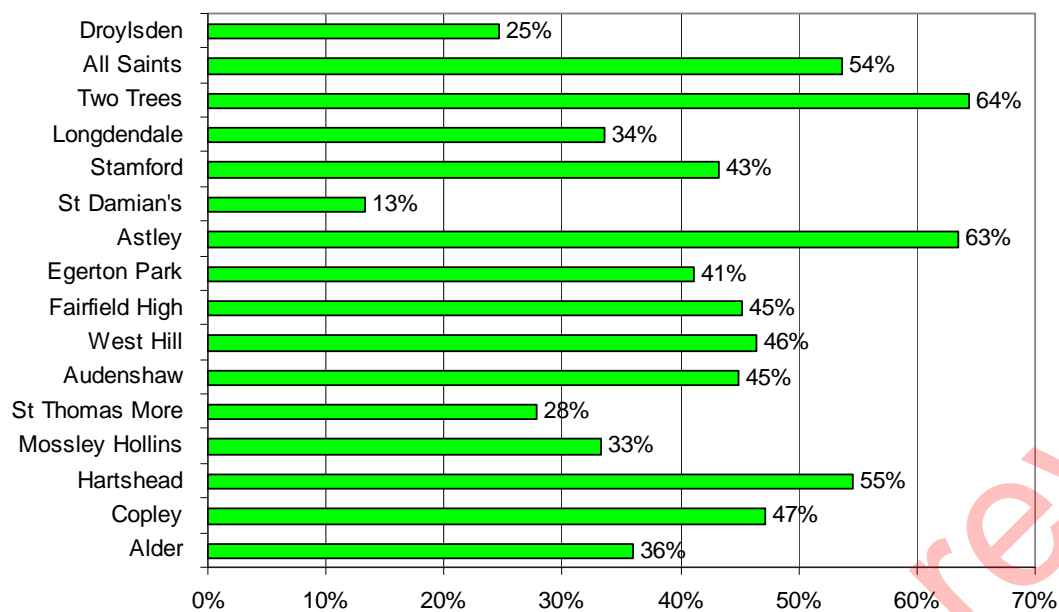
Percentage of Pupils Walking to School

Individual Primary and Secondary Schools

Percentage Walking by Primary School



Percentage Walking/Cycling to Secondary Schools



APPENDIX B

Example School Travel Plan

SCHOOL TRAVEL PLAN

GREENSIDE PRIMARY SCHOOL

Greenside Primary School



and Children's Centre

Prepared by

Greenside Primary School

Supported by



GREENSIDE PRIMARY SCHOOL TRAVEL PLAN MISSION STATEMENT

At Greenside we encourage our whole community to have a safe healthy start and finish to every day. Through assemblies, lessons, school council and newsletters we strive to raise awareness about healthier and more environmental ways to travel to and from school.

We aim to foster mutual respect within our community to reduce traffic congestion in and around the school site making it safer for our children, families, staff, visitors and local residents.

SCHOOL INFORMATION

Greenside Primary School

Greenside Lane
Droylesden
M43 7RA

Tel: 0161 370 8496

Fax: 0161 371 8492

e-mail: admin@greenside.tameside.sch.uk

Web Site: www.greenside.tameside.sch.uk

LEA Number : 357

DfES Establishment Number : 2066

Our school travel plan is based on travel surveys and consultation undertaken in November/December 2005. All 460 pupils were issued with questionnaires and a good response of 129 completed questionnaires was received.

INTRODUCTION

Our school travel plan sets out to provide measures that will reduce the number of car trips made by parents, pupils and staff to the school and will improve safety on the journey to school and on arrival at the school.

The process of development of the school travel plan has demonstrated:

- A commitment to the local community to improve the environment;
- The need and desire amongst the school community to reduce car traffic to and from the school; and
- The extent of the existing transport and travel problems at the school and on the main routes to the school.

Our plan has been developed through extensive consultation with parents, pupils, staff, the Local Education Authority, and the Transport Authority. Consultation has been undertaken at the outset to establish the type and extent of problems, and throughout the process of the development of the plan through to the agreement of the proposed travel plan measures and initiatives.

Our travel plan contains a number of sections covering;

- A description of our school;
- The objectives and targets for our travel plan;
- The results of the travel surveys and consultation;
- Proposed measures and initiatives;
- Implementation programme and responsibilities; and
- Plans for monitoring and review.

DESCRIPTION OF SCHOOL

Greenside Primary School and Children's Centre is situated on Greenside Lane and is accessed from the front of School near the crossing patrol and via a dedicated pedestrian entrance. Access from the rear of School is via Shrewsbury Road or a pathway leading from Springfield Road, both routes converge at the entranceway in the rear playground. The recent erection of bollards close to the rear entrance of School has improved the safety of our pupils.

Greenside Lane is a busy bus route with a restricted carriage width. Currently the speed limit on this stretch of road is 20mph. Greenside serves its community by providing clubs, clinics and training created through its multi-agency work generating a high movement of personnel on site. The School has around 460 children on site, therefore at key times the access routes are extremely busy.

Our school is committed to providing a safe and healthy environment for all and includes activities such as Road Safety Training, Safer Cycling Training, Traffic Surveying, and visits from safety personnel within the curriculum for our children.

Our Schools Council encourage fellow pupils to share a growing awareness of the ecological, health and safety issues linked to School journeys and their impact on our environment.

Our school has around 460 pupils on its roll and they are geographically distributed as shown on the following figure showing the primary existing pupil catchment area. The catchment area is quite dispersed although with significant concentrations of pupils in the immediately adjacent residential areas.



Drawing Title : School Catchment Area – Pupil Distribution

Project Title : Greenside Primary School - School Travel Plan

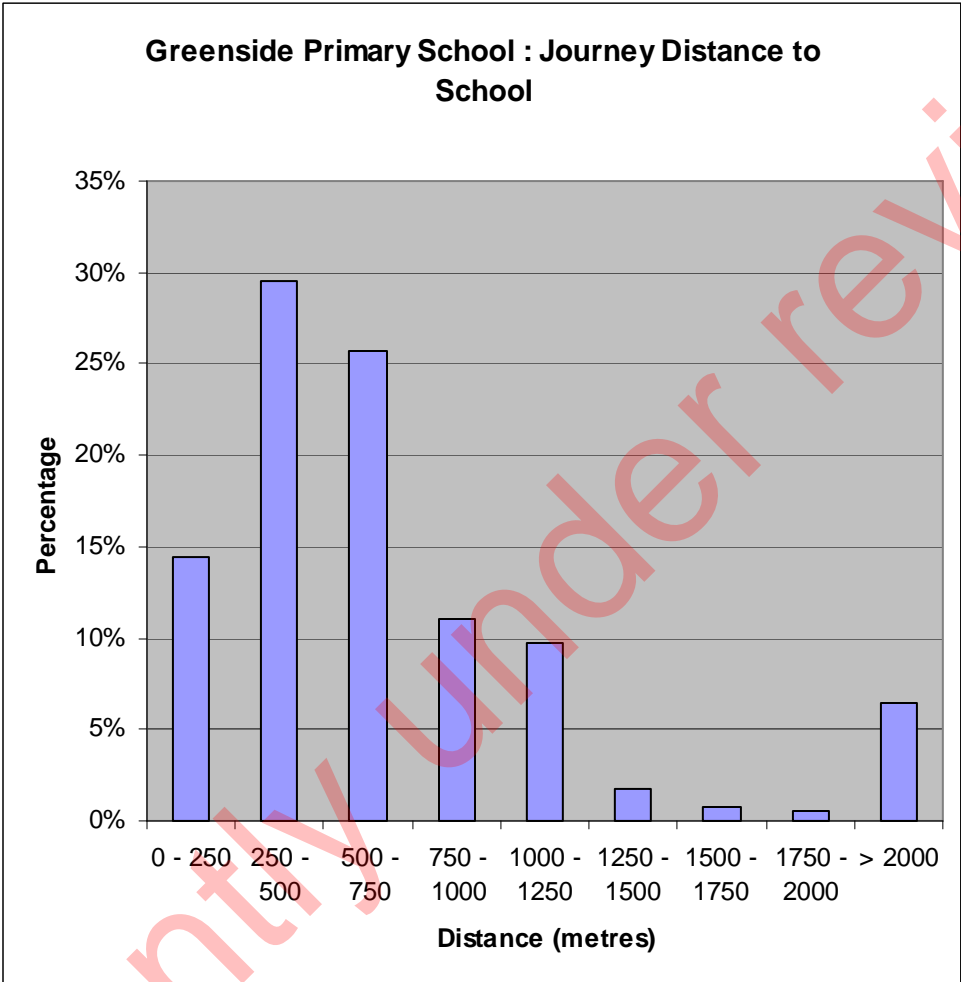
Greenside Primary School



and Children's Centre

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The diagram below shows the distribution of the pupils journey distance to school. This shows that the majority of pupils reside within a reasonable walking distance of the school. The proportion of pupils living within 1 km of the school is 81%, and the average distance that has to be traveled to school is around 840 metres.



SUMMARY OF SCHOOL TRAVEL SURVEY

In order to inform the development of the school travel plan, questionnaires were distributed to all parents and pupils to determine:

- How children and parents currently travel to school;
- What children do not like about walking to school;
- How children would like to travel to school;
- What children think would make walking to school better;
- Locations where on the journey to school parents believe that the most danger exists;
- What parents who drive to school do in respect of car sharing, parking and onward journey;
- What would encourage parents to allow their children to walk or cycle to school and suggestions for measures to improve safety;
- Whether parents would support walking bus and car sharing schemes;
- The routes currently used to and from the school.

There was a good response to the survey by pupils with 129 fully completed questionnaires being returned which represents 30% of the school population. The response from parents was moderate with 38 returns, 9% of the school population. This provides a good basis for the development of the travel plan. The main findings from the school travel survey are shown in the tables and figures below.

Travel to School

Travel to School	Percentage of Respondents	
Travel on own	11%	
Travel with other children	15%	
Travel with parents or other adults	74%	
Existing Means of Travel to/from School	To	From
Walk	61%	62%
Car	37%	36%
Bike	1%	0%
Other	1%	2%
How Children would prefer to travel to School		
Walk	20%	
Car	19%	
Bike	50%	
Other	11%	

(In order to compare survey results from year to year we have quoted percentages of respondents as this is more appropriate than actual numbers due to changing numbers of pupils at the school by year. The number of respondents to the surveys is also provided so that the robustness of the sample can be ascertained. Note that all pupils and parents were issued questionnaires and there was a supplementary hands up survey carried out.)

The number of pupils walking to school is 61% with 37% arriving by car, and given the distribution of pupils this is not unexpected. There is very little difference between mode of arrival to school and mode of departure from school. The attached diagram showing, the distribution of mode of travel to school clearly shows that there are primary and secondary walk in areas.

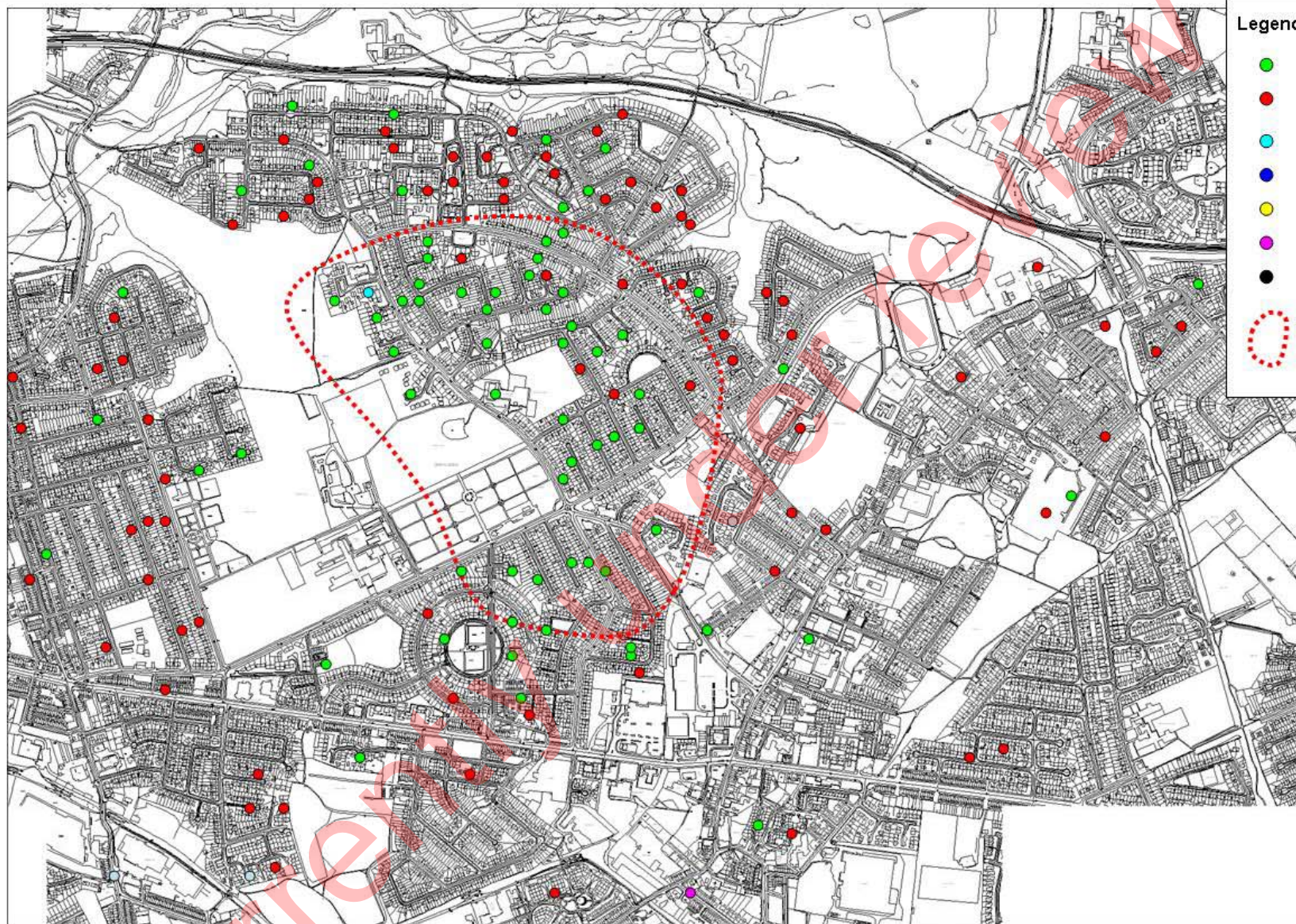
The primary walk in catchment area is bounded by Greenside Lane, Sunnyside Road and Chappell Road. Within this area almost all pupils/parents walk to/from school. The secondary walk-in area is just to the north of Sunnyside Road where there is a relatively even mix of walk and car access to school. Beyond these areas almost all pupils/parents use car to access the school due to the distance involved and the barriers to safe pedestrian movement.

A common response from surveys with school children as to how they would like to travel to school is that they would prefer to cycle to school, in the case of Greenside Primary School 50% would prefer to cycle to school. We are conscious that many parents would be reluctant to allow their children to cycle to school on their own however we would like to encourage greater cycle usage where appropriate and safe to do so. One aspect of our School Travel Plan is to promote a healthier lifestyle by encouraging walking and cycling both for pupils and parents. In order to promote cycling our School Travel Plan will include proposals for cycle awareness training, and provision of secure cycle storage facilities. The attached figure shows the distribution of the preferred modes of travel to school and this shows the location of those pupils who would like to cycle to school and this information will be used to examine the potential for local cycle routes.

Other important factors that arose from the school travel survey were that:

- ❖ 67% of parents who dropped their children off by car stated that they continued on to work;
- ❖ 79% of pupils who normally arrived by car occasionally walked to school; and
- ❖ That of the above 79% who occasionally walked to school, 70% did so more than once a week.

The latter indicate that there is considerable scope for encouraging people to walk to school more often as around 55% of those who normally arrive by car already walk to school more than once a week.



- Legend**
- Walk
 - Car
 - Bike
 - School Bus
 - Other Bus
 - Walk or Car
 - Other
 - ⋯ Primary walk in catchment area

Drawing Title : Mode of Travel to School

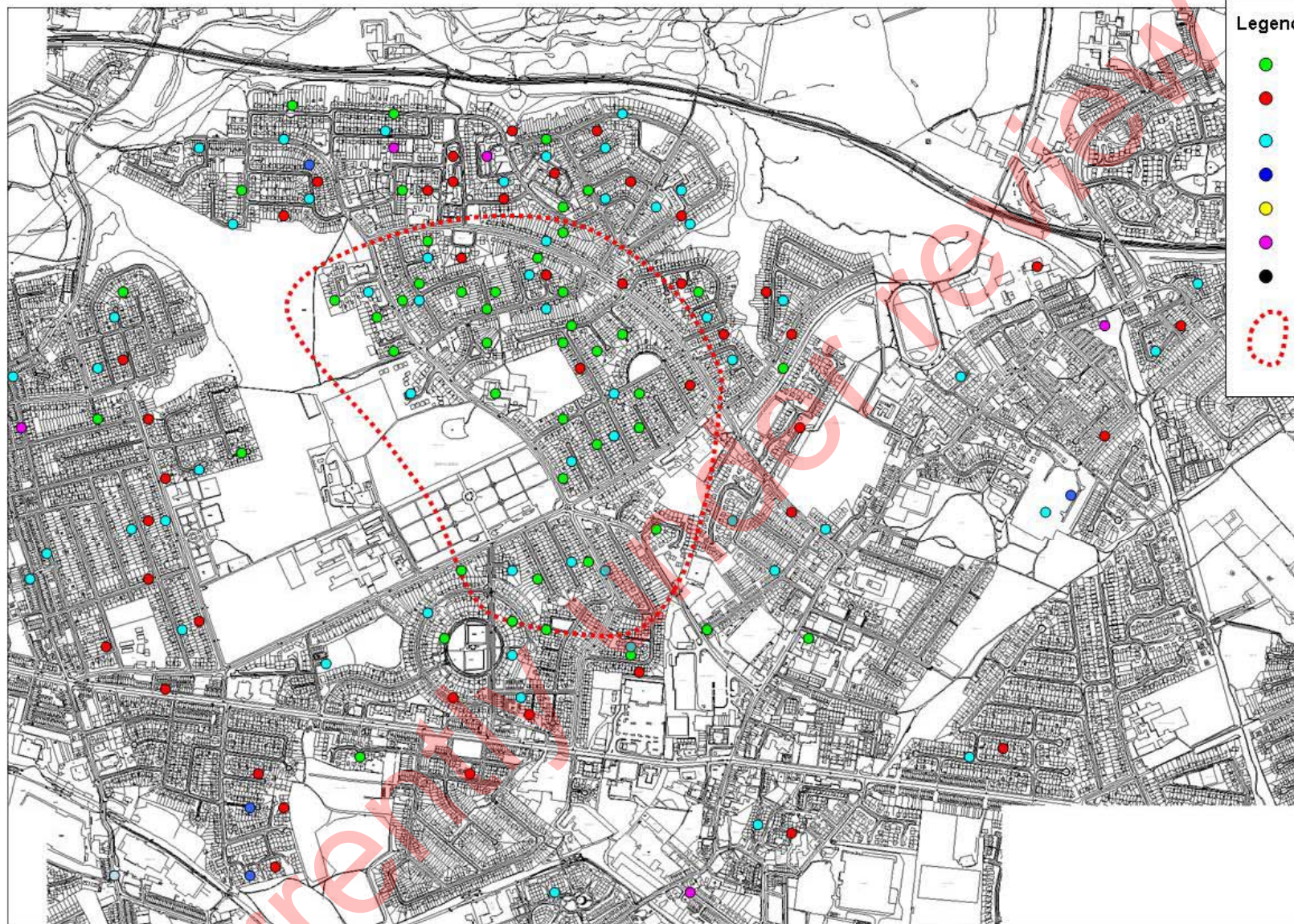
Project Title : Greenside Primary School - School Travel Plan

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Legend

- Walk
- Car
- Bike
- School Bus
- Other Bus
- Walk or Car
- Other
- ⋯ Primary walk in catchment area

Drawing Title : Preferred Mode of Travel to School

Project Title : Greenside Primary School - School Travel Plan

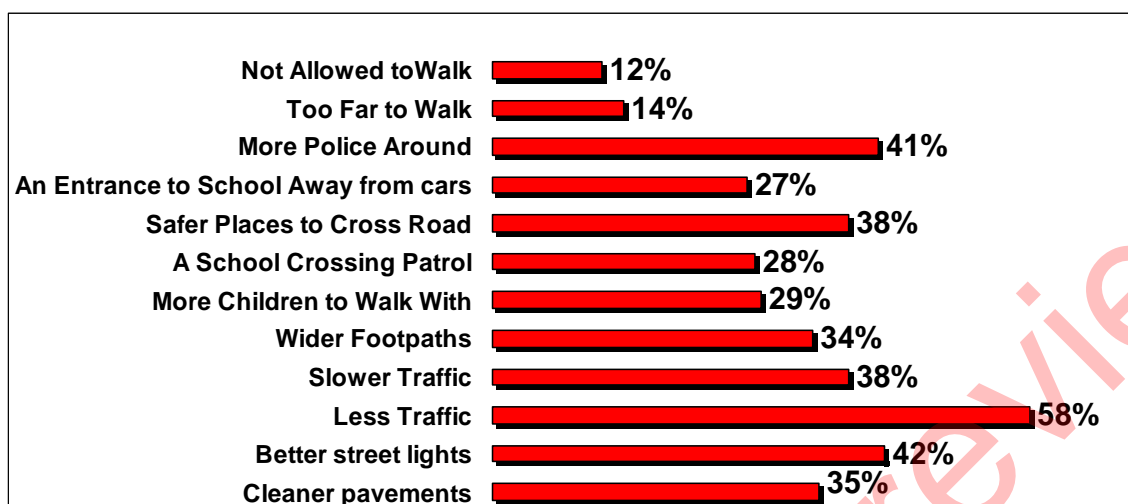
Greenside Primary School



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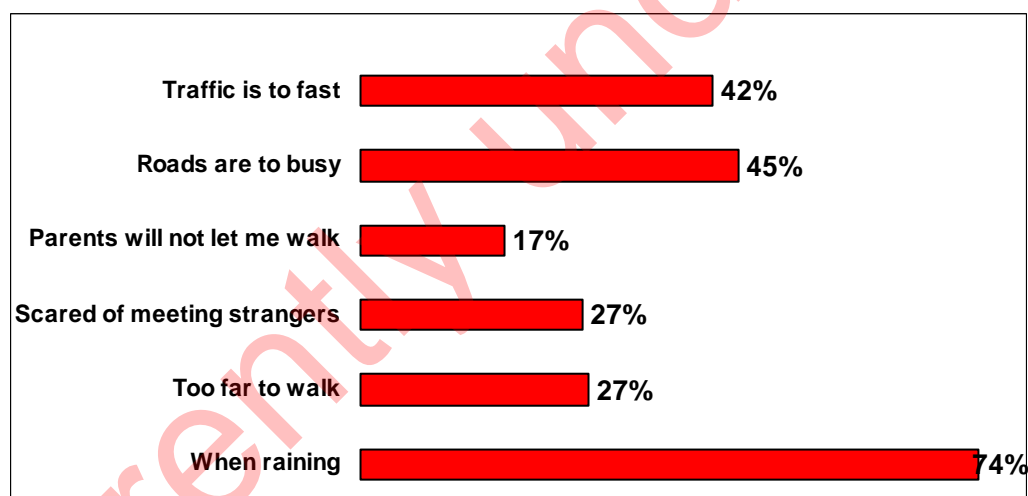
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What would make walking to school better? (Pupils responses)



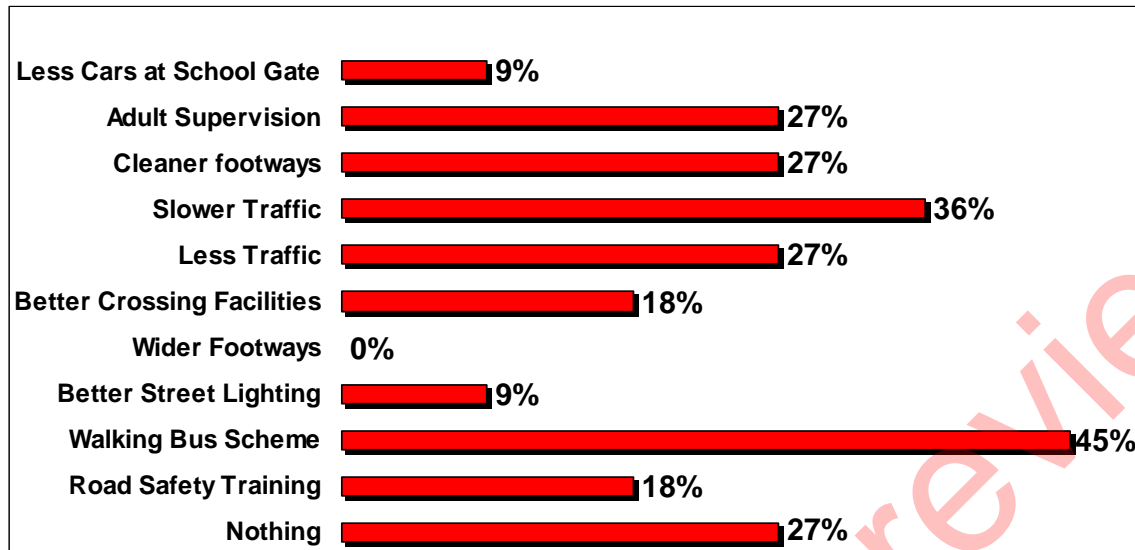
The primary factors that need to be addressed by our School Travel Plan to make walking better from the pupils perspective are safer places to cross the road, reductions in traffic volumes and speeds, and better street lighting and pavements.

Summary of Issues that Pupils do not like about Walking to School



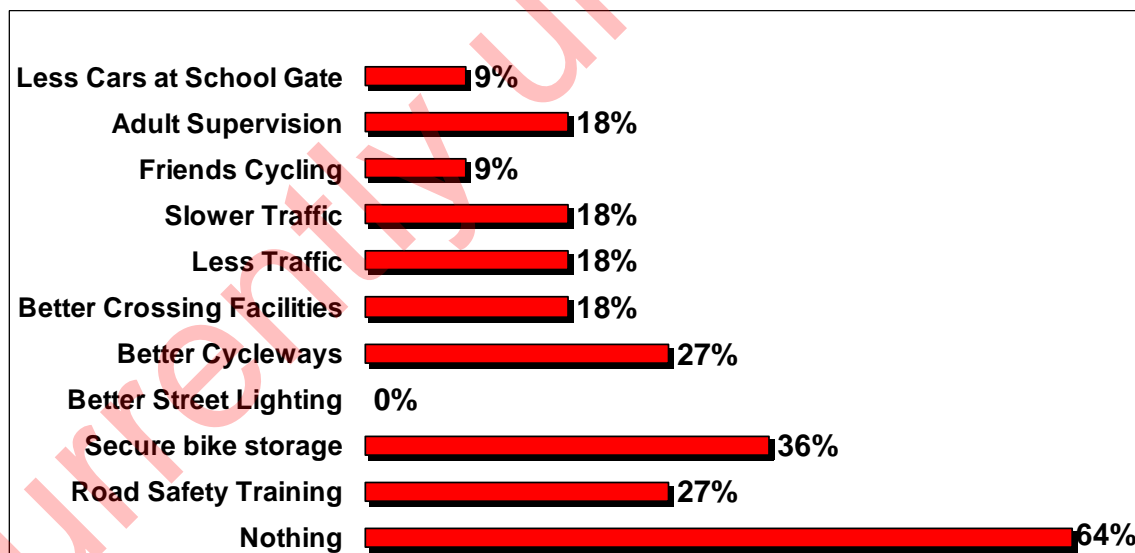
In terms of the main issues that pupils do not like about walking to school the speed and volume of traffic are the primary factors, after the common view of not liking to walk when it is raining. It is interesting to note that 27% of pupils stated that it was too far to walk to school.

What would encourage parents to let children walk to school?



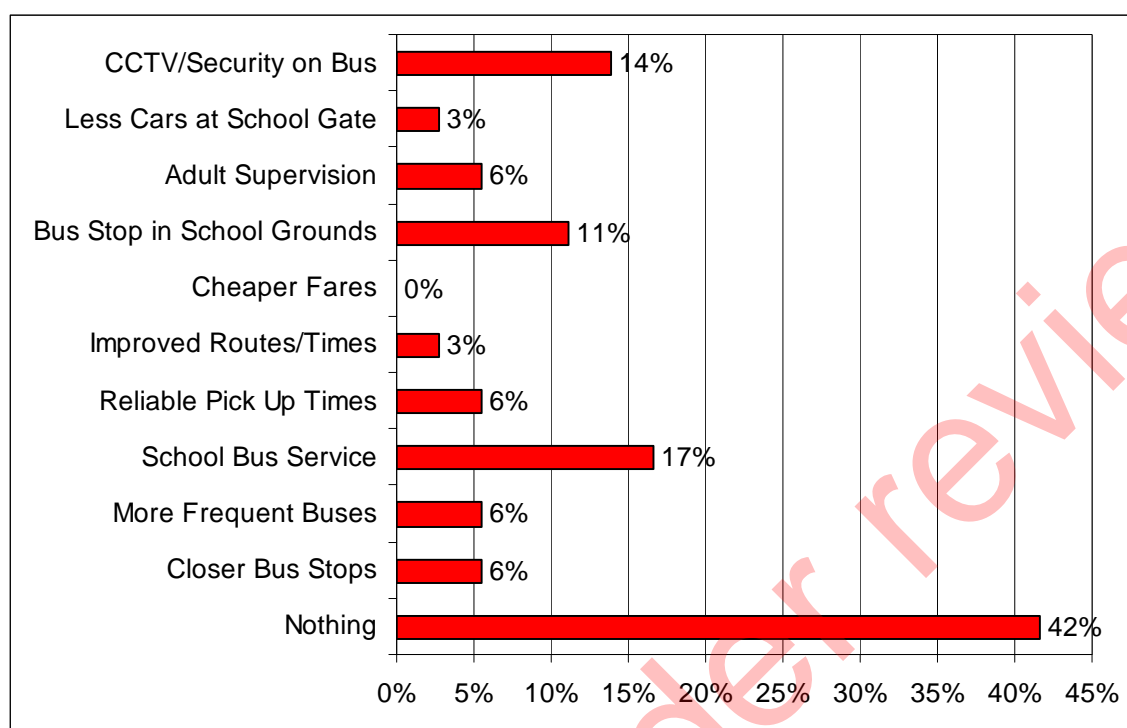
The main issues that parents would need to see addressed in order to encourage them to allow children to walk to school are adequate adult supervision through a walking bus scheme, and reduced car traffic and speeds near the school. It is interesting to note that only 27% of parents who currently drive their children to school stated that there was nothing that would encourage them to let their children walk to school.

What would encourage parents to let children cycle to school?



The main issues that parents would need to see addressed in order to encourage them to allow children to cycle to school are road safety training, secure bike storage, and better cycle paths. It is interesting to note that 64% of parents who currently drive their children to school stated that there was nothing that would encourage them to let their children cycle to school.

What would encourage parents to let children use public transport to school?



The main issues that parents would need to see addressed in order to encourage them to allow children to use public transport to school are a school bus service that stops in the school grounds and has CCTV on the bus. It is interesting to note that 42% of parents stated that there was nothing that would encourage them to let their children use public transport to school. It is clear, however, that parents would only consider bus as an option if it was a dedicated and supervised school bus.

Potential Support for Measures

Measure	Percentage of Respondents	
	Existing Walk	Existing Car
Walking bus	55%	64%
Car Sharing Scheme		60%

The travel survey with parents showed strong support for a walking bus scheme amongst existing walkers and car users. There was also good support for the concept of a car sharing scheme.

Typical quotes from parents with regard to the traffic conditions around the school were as follows:

"The front of the school has good crossing with the lollypop lady but to the back it's unsafe with no organisation with parking"

"The footpath leading to the back school gate is in a bad condition and the area it leads to is a danger when children are walking through people are also driving through and parking but with no organisation."

"People should not be able to park in the waste ground at the back of the school. This could cause a major accident"

"Encounter no problems at front of school but at the rear is a different matter drivers have no regard for children walking through to school"

"Along Greenside Lane motorists travel too quickly and need to reduce speed greatly"

"Sunnyside Road is very dangerous there should be a zebra crossing"

"Roundabout at Fiveways difficulty in crossing the road"

"Greenside Lane has always been a run for boy racers and speeding cars. Also there are no lights warning drivers of approaching school"

Typical quotes from parents with regard to possible solutions to the traffic conditions around the school were as follows:

"Drivers shouldn't be allowed to drive and park in the area at the back of the school"

"Instill in drivers-parents the hazards of double parking along Greenside Lane"

"Speed cameras Sunnyside/Greenside Road"

"Secure bike storage facilities"

"Put more speed humps up"

"Crossing attendant on Sunnyside Road near SPAR"

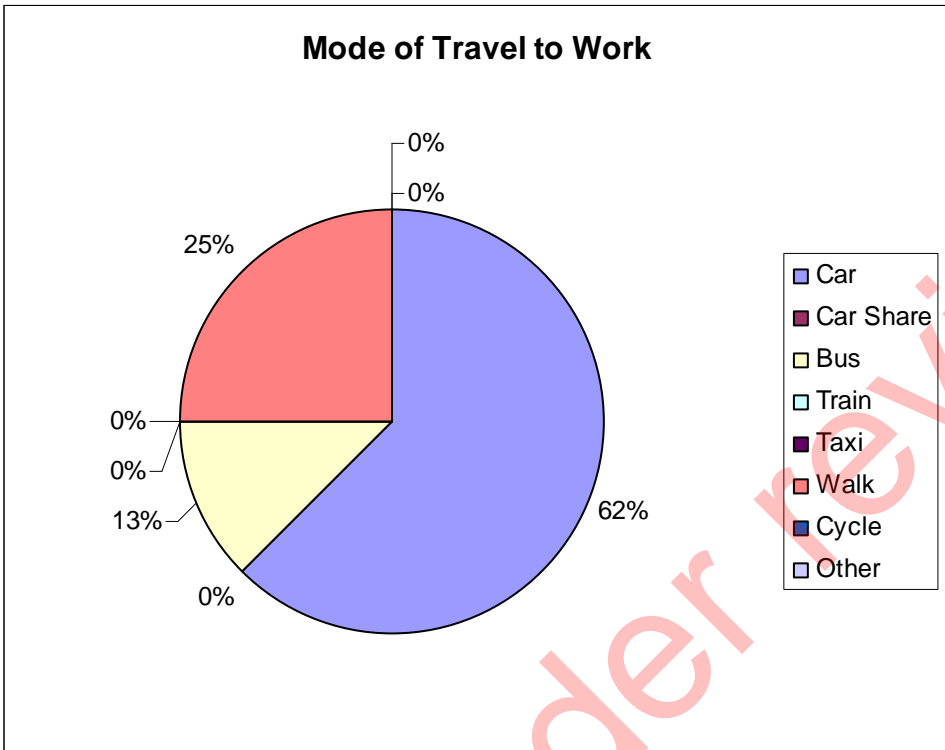
"Restricted access on Shrewsbury Road"

STAFF CONSULTATION

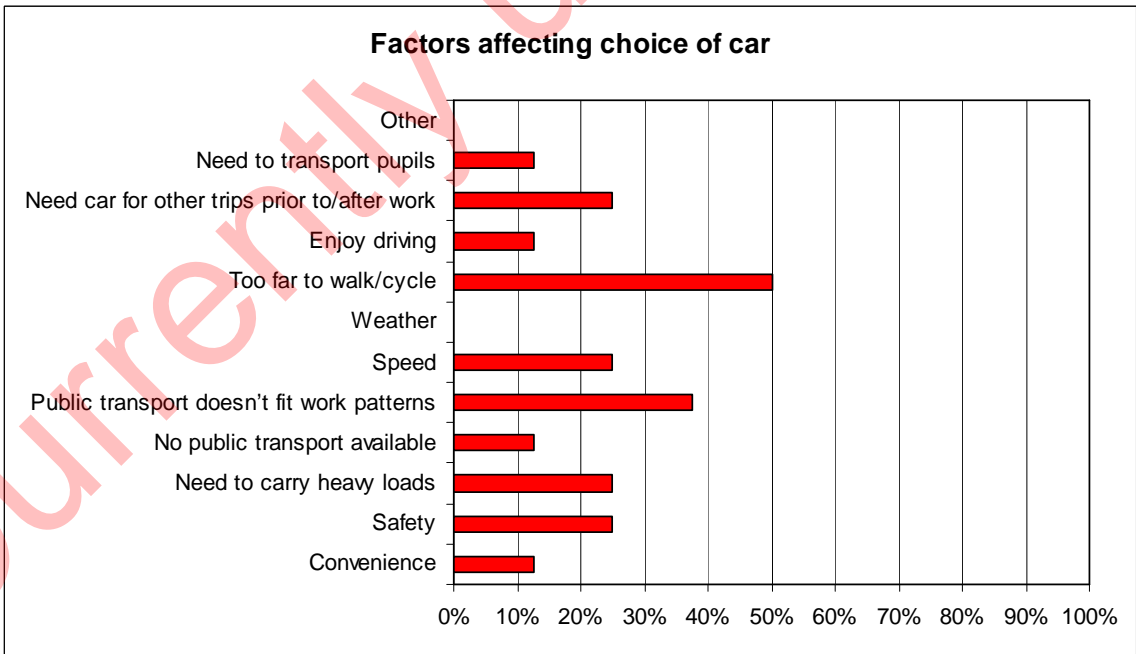
A consultation exercise was undertaken with the school staff to ascertain:

- Mode of travel to work;
- The primary reasons for their choice of mode;
- Their willingness to consider alternative modes of travel;
- Their views on the main problems encountered by children in the vicinity of the school;
- Their views on the main hazards on the way to school;
- Potential solutions to the observed problems; and
- Ways in which the school travel plan could be integrated into the school curriculum.

The main findings from the surveys are summarised below.



The surveys indicated that 80% of staff who currently drive to work would be prepared to car share if suitable partners could be found.



The main problems identified by the staff were:

- 20mph speed restriction not adhered to; and
- Crossing of main road outside the school is difficult.

Potential solutions proposed by the staff include:

- Zebra / Pelican crossing outside the school;
- Extend the zig-zag markings outside the school; and
- Create a drop-off point opposite the school.

EXISTING SCHOOL TRANSPORT AND SAFETY PROBLEMS

Summary of Key Problems

The travel surveys have been used in conjunction with detailed site observations at our school and on the main routes to our school to establish the current transport and safety problems. The assessment of issues can be separated into those related to the access to the school site from the catchment area, and those related to the layout and operation of the school entrances and the internal circulation within the school grounds.

The main issues can be summarised as follows:

- Excessive vehicle speeds on Greenside Lane past the school;
- Difficulty in crossing Greenside Lane outside the school;
- Excessive parking in the vicinity of the school leading to poor visibility of, and for, children crossing the road;
- Difficulty in crossing Sunnyside Road in order to access the school from the rear entrance;
- Excessive number of parents driving to and parking around the rear entrance on Shrewsbury Road leading to potentially dangerous vehicle manoeuvres in the area where children are present; and
- Difficulties crossing the road at the Manor Road roundabout due to large volumes of turning vehicles

TRAVEL PLAN OBJECTIVES AND TARGETS

The primary objectives of our school travel plan have been taken from the borough wide objectives for school travel as these fully reflect our own aims. These are:

Objective 1: Reduce car travel to our school

Objective 2: Improve road safety at our school and on the main routes to the school

Objective 3: Increase awareness of the alternatives available for travel to school

Objective 4: Increase awareness of the impact of school travel on the local community and the environment

Objective 5: Encourage the use of sustainable and healthier travel modes.

In relation to the existing levels of use of car to travel to our school the targets that have been set are to reduce the number of cars arriving at our school and increase the proportion of pupils walking or cycling to school by:

- Increasing the proportion of pupils walking/cycling to school from the current 61% to 70% over the next two years; and
- Increasing the number of parents who are car sharing to 20% of those using car to access the school.

The aim of these targets is to reduce the number of cars arriving at our school in the next two years by 30%, from the current 170 vehicles to 120.

PROPOSED SCHOOL TRAVEL PLAN MEASURES

Our school travel plan contains a combination of physical measures to improve safety and support the initiatives of encouraging walking, cycling and car sharing. The measures have been derived following consultation with parents, pupils, school staff and the relevant authorities and through detailed feasibility studies undertaken by Tameside MBC traffic management officers.

The proposed physical measures in the vicinity of our school and on the identified routes to our school are shown on the attached figures. The primary routes to our school have been identified based on the distribution of pupils, walking routes taken by parents from the travel survey, and detailed route audits to define safer routes and to maximise the use of off road routes.

The measures proposed in our School Travel Plan are described in the Action Plan contained on the following pages. The action plan covers physical measures and soft measures.

Our school travel plan would be made available to all existing parents by providing copies in the school reception area, and on school notice boards. All new pupils and parents would be provided with a copy of the plan as part of their introductory pack of information to the school.

School Travel Plan

Greenside Primary School



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Greenside Primary : Action Plan

Physical Measures

1	Introduce a school zone on the section of Greenside Lane immediately outside the school. The school zone will be an area, possibly with a coloured road surface, within which vehicles should not be parking during school start and finish times so that improved visibility and safer crossing can take place outside the school. Furthermore driver's awareness of the presence of the school and the need to slow down would be enhanced by appropriate signing on the entry points to the zone.
2	Introduce a school zone on Shrewsbury Road from Ruskin Avenue. The school zone will be an area, possibly with a coloured road surface, within which vehicles should not be parking during school start and finish times so that improved visibility and safer crossing can take place outside the school. Furthermore driver's awareness of the presence of the school and the need to slow down would be enhanced by appropriate signing on the entry points to the zone.
3	Install junction plateau to enforce the 20mph speed limit at Greenside Lane/Ash Tree Avenue; and Greenside Lane/Shakespeare Road
4	Implement double yellow lines on Greenside Lane opposite the school
5	Sign to be erected at the rear entrance site banning parents from entering the area
6	Consider zebra/pelican crossing on Greenside Lane at school entrance
7	Consider zebra crossing on Sunnyside Road near Shrewsbury Avenue
8	Standard side road treatments to enhance pedestrian awareness and discourage inappropriate parking on corners

Standard Soft Measures

Walking Bus	% Support				Identify routes and promote in consultation
	Walk	55%	Car	64%	
Car Share	% Car		% Consider		Car share scheme to be promoted due to the high levels of support and catchment area
	30%		60%		
Road Safety Awareness Training					Yes
Cycle Proficiency Training					Yes
Safer Routes to School Leaflets					Dinosaur Trail leaflets prepared and launch due November 2006.

Additional Measures

1	Introduce increased enforcement of existing parking restrictions to prevent existing illegal and unsafe parking activity on the school zig-zag lines outside the school gates on Greenside Lane.
2	Undertake a leaflet campaign with parents to highlight the dangers associated with parking and vehicle activity in the vicinity of the school gates. Emphasise the risks to children's safety and raise the awareness of the impact of inappropriate parking.
3	Promote low speeds in vicinity of school by encouraging parents to sign up to a Pledge scheme to keep to the speed limit. Pilot schemes have already proved successful at other schools in Tameside MBC.
4	Explore potential for use of public and school bus services to reduce car access.

Note: The proposed measures are designed to complement the existing measures and an important element will be greater enforcement of all measures

The map shows the area around Greenside Primary School. A red line indicates the proposed 20mph zone, which starts at the junction of Droylsden Road and the road leading to the school, and continues along Droylsden Road. Various traffic measures are marked with icons and text:

- 20 ZONE** signs are placed at several locations along the proposed zone.
- School** signs are placed near the school building and at the junction.
- Double Yellow Lines** are marked on the road leading to the school.
- Consider zebra / pedestrian crossing** is noted near the junction.
- Junction plateau to enforce 20mph near school** is noted at the junction.
- No Access for Vehicles Taking Children to and From School** is noted near the school building.
- Greenside Primary School School Zone** signs are placed near the school building.

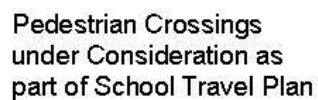
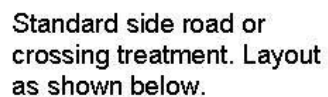
Project Title : Greenside Primary School - School Travel Plan



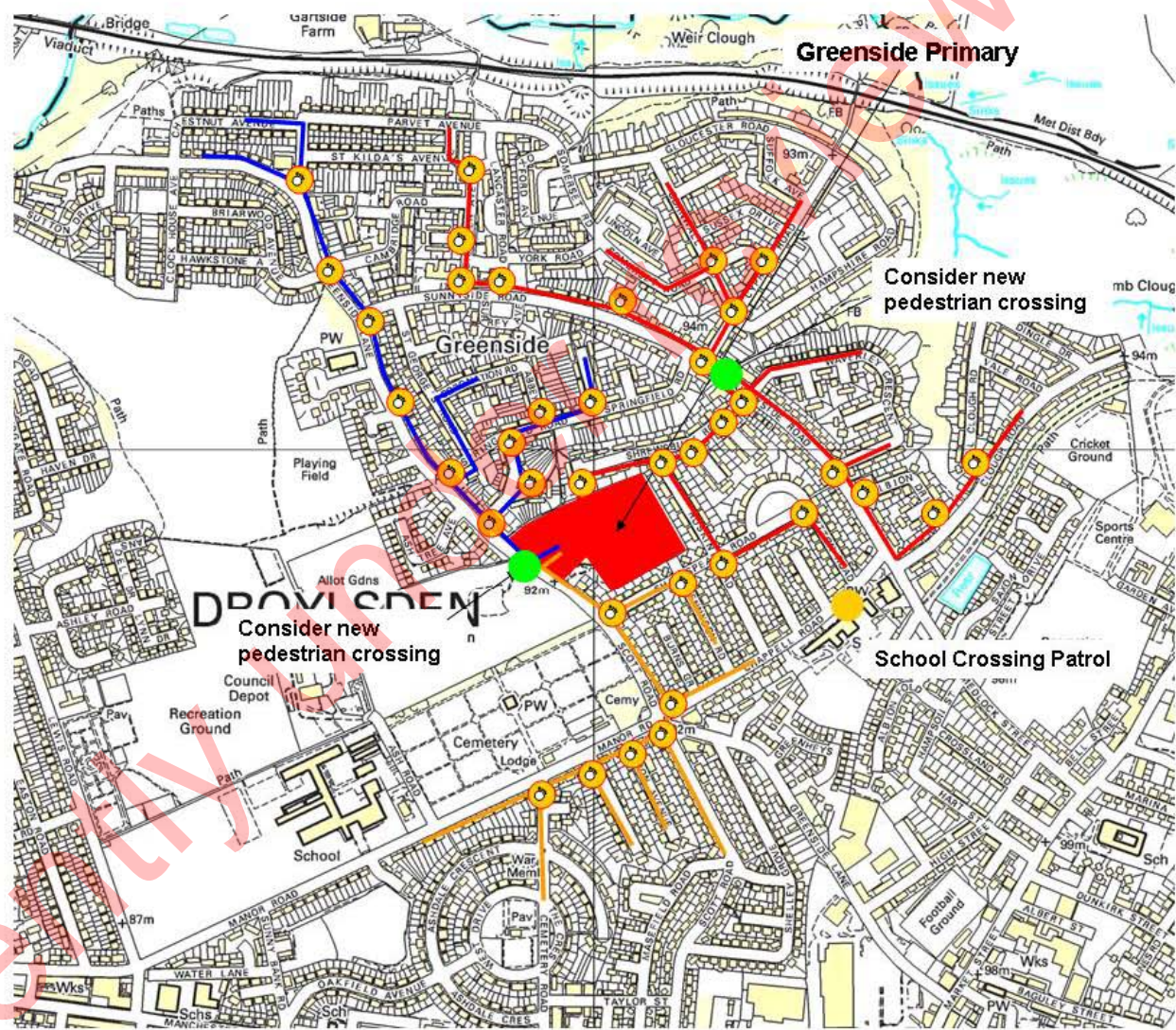
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Legend



Footstep marking for
6 m on approach to
crossing point



Drawing Title : Primary Walking Routes and Associated Measures

Project Title: Greenside Primary School - School Travel Plan



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IMPLEMENTATION TIMETABLE AND RESPONSIBILITIES

The proposed physical measures have already been discussed in detail with the relevant authorities and many of the measures are to be included in the capital works programmes for 2006/07 and 2007/08 and as such is expected to be implemented in the next two years. The Dinosaur feet trails are programmed to be installed in September and October 2006 with an official launch scheduled for November 2006.

The implementation of the proposed walking routes and car sharing scheme will be taken forward by our school champion and Tameside MBC's School Travel Plan coordinator.

With respect to the establishment of a car sharing club Tameside MBC is currently working closely with the Greater Manchester Local Transport Plan team to develop pilot schemes as a means of testing out the required mechanisms. On completion of the pilot schemes, scheduled for the next six months, the recommended car sharing club scheme would be made available for implementation in the school travel plan.

Key dates are as follows:


- Implementation and launch of the dinosaur trails (in school colours) by the end of November 2006;
- Implementation of physical measures by the end of 2008;
- Establishment of our car share club schemes by mid 2006;
- Road safety and cycle proficiency training to be undertaken on an annual basis; and
- A campaign to be compiled by Y5 and Y6 pupils using Tameside MBC templates on an annual basis.

A detailed implementation plan including timing of proposed initiatives and the allocation of responsibility for implementation is included in the following pages.

In order to progress and monitor the implementation of our School Travel Plan a Travel Plan Working Group has been established comprising Deputy Head, School Champion, Governor Representative, and School Council representative. Tameside MBC's school travel plan coordinator will also attend the meetings to assist in facilitating the plan implementation.

Implementation Plan : Greenside Primary School

Measures that will contribute to the achievement of our school travel plan objectives and targets

 Greenside Primary School and Children's Centre		Targets		
		<i>Increasing the proportion of pupils walking/cycling to school from the current 61% to 70% over the next two years</i>	<i>Increasing the number of parents who are car sharing to 20% of those using car to access the school</i>	<i>Raise awareness of our school travel plan and aims amongst all members of the school community</i>
Objective	Objective 1: Reduce car travel to the school	<ul style="list-style-type: none"> Walking bus Car Share Cycle Facilities Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Car Share Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Y5 & Y6 pupils annual campaigns using templates from TMBC
	Objective 2: Improve road safety at the school and on the main routes to the school	<ul style="list-style-type: none"> Engineering measures Road Safety training Speed Pledge Enforcement Cycle proficiency training Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Curriculum activities Y5 & Y6 pupils annual campaigns using templates from TMBC
	Objective 3: Increase awareness of the alternatives available for travel to school	<ul style="list-style-type: none"> Walking Bus – Dinosaur leaflets Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Information packs Newsletter articles Y5 & Y6 pupils annual campaigns using templates from TMBC
	Objective 4: Increase awareness of the impact of school travel on the local community and the environment	<ul style="list-style-type: none"> Speed Pledge Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Car Share Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Information packs Newsletter articles Y5 & Y6 pupils annual campaigns using templates from TMBC
	Objective 5: Encourage the use of sustainable and healthier travel modes	<ul style="list-style-type: none"> Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Y5 & Y6 pupils annual campaigns using templates from TMBC 	<ul style="list-style-type: none"> Curriculum activities Walk to School day – annual event Y5 & Y6 pupils annual campaigns using templates from TMBC

Detailed plan for the delivery of measures and actions required to successfully implement our School Travel Plan

Measure	Action Plan	Responsibility for Implementation	Current Status and Implementation Schedule	Target Date
Engineering measures	Introduce a school zone on the section of Greenside Lane immediately outside the school	TMBC STP Coordinator TMBC Engineering School Champion	Scheme to be designed and put to consultation in Aug 2006 with a view to implementation in Mar 2007.	Mar 2007
	Introduce a school zone on Shrewsbury Road from Ruskin Avenue		Scheme to be designed and put to consultation in Aug 2006 with a view to implementation in Mar 2007.	Mar 2007
	Install junction plateau to enforce the 20mph speed limit at the following locations: <ul style="list-style-type: none"> Greenside Lane/Ash Tree Avenue Greenside Lane/Shakespeare Road 		Scheme to be designed and put to consultation in Jan 2007 with a view to implementation in May 2007.	May 2007
	Implement double yellow lines on Greenside Lane opposite the school			
	Sign to be erected at the rear entrance site banning parents from entering the area			
	Consider zebra/pelican crossing on Greenside Lane at school entrance		Pedestrian and traffic counts to be undertaken in Sept 2006. Scheme then to be designed and consulted on in Mar 2007	Mar 2007
	Consider zebra crossing on Sunnyside Road near Shrewsbury Avenue		Pedestrian and traffic counts to be undertaken in Sept 2006. Scheme then to be designed and consulted on in Mar 2007	Mar 2007
	Standard side road treatments to enhance pedestrian awareness and discourage inappropriate parking on corners		Dinosaur feet to be implemented. Side road treatments to be added into works programme 2006.	Nov 2006

Measure	Action Plan	Responsibility for Implementation	Current Status and Implementation Schedule	Target Date
Walking Bus	Yes	School Champion Walking Bus Group TMBC STP Coordinator TMBC Rights of Way	Potential routes have been established during STP Plan development and measures to improve safety included in engineering measures. A volunteer database for the operation of the walking bus has been compiled and a walking bus group is to be established in Sept 2006. A coordinator will then be appointed and the target is the implementation of one route by Nov 2006 with others to follow as necessary. Currently investigating costs of shelters	Sep 2006
				Nov 2006
	Obtain company sponsorship to cover the running costs for bibs e.t.c	School Deputy Head		Sept 2006
	Tameside MBC to create a civic award for volunteers	TMBC STP Coordinator		Dec 2006
	Include request for volunteers in new pupils/parents introductory pack.	School Champion		On-going
	Parents waiting shelter	School Head		May 2006
Car Share	Yes	School Champion Car Share Coordinator TMBC STP Coordinator	Tameside MBC trialled a self supporting car share scheme in 2004 and as a result of the pilot improvements were made and a revised scheme will be rolled out across the borough in 2006. School involvement will require the School Champion and TMBC STP coordinator to take the initial lead prior to a car scheme coordinator being appointed from the users.	Jun 2006

Cycle Facilities and Proficiency	Yes	School Champion TMBC Cycling Officer	The school has already been included in the Bikeright programme and cycle proficiency training will take place in 2006/2007. In conjunction with the cycle training secure cycle parking facilities are to be provided on site. (Potential use of DfES funding)	2006/07
Information Packs	Define the most appropriate routes to school and produce leaflets showing the path to follow – Dinosaur feet trail	School Secretary - to be responsible for distribution of leaflets to existing and new pupils/parents. TMBC STP Coordinator	Tameside MBC has produced an information leaflet on Safe Routes to School and the use of Dinosaur Feet Trails. The leaflets only require the inclusion of the walking route plans for Greenside Primary and will be issued on completion of the engineering works.	Nov 2006
Road Safety Training	Yes	TMBC Road Safety School Teacher	The school has been included in the council's road safety training programme and the use of Kerbcraft will be promoted.	2006/07
Speed 'Pledge'	Promote low speeds in vicinity of school by encouraging parents to sign up to a Pledge scheme to keep to the speed limit.	School Deputy Head TMBC STP Coordinator	Tameside MBC has developed a 'Pledge' system for parents to encourage observation of the speed limit in the vicinity of schools. This has been piloted at other schools and the scheme will be launched borough wide in Nov 2006 and we at Greenside Primary will take part.	Nov 2006
	The initiative is to be extended to asking drivers to avoid parking on the keep clear markings and other inappropriate places	School Champion School Council Rep	The initiatives once established are to be annually promoted with the assistance of TMBC through providing press coverage and contacts. This will take the format of requests for new members and reminders to parents of their pledges and pupils monitoring speeds and parking in road safety week.	Annual
Enforcement	Yes	TMBC STP Coordinator GM Police School Governor	Random enforcement of parking/waiting restrictions is to be organised with GM Police and the traffic warden service. We will monitor the situation and provide constant feedback to authorities	2006 ongoing
Curriculum Activities	Yes	School Deputy Head	TMBC to provide a pack containing templates for a variety of campaigns for Y5 and Y6 pupils to adopt and enhance as part of their own local initiatives. (e.g. awareness of car pollution effects, healthy benefits of walking, speed kills e.t.c)	2006 ongoing
			We will utilise road safety training material in a manner appropriate to our travel plan. Establish an incentive scheme, such as green mile which will be used as a tool in geography and mathematics. TMBC to explore potential for award scheme for first school around the world.	2006/07

CONSULTATION PROCEDURES AND RESULTS

The measures contained in our travel plan have been further consulted on with all parents and the responses in terms of potential use of proposed walking bus and car sharing schemes, and in relation to views on whether the travel plan measures address the main problems and will be effective is shown below.

Issue	Existing Mode of Access to School	
	Walk	Car
Use walking bus	62%	50%
Allow children to cycle to school	36%	50%
Car sharing Very likely/Likely Unlikely/Very unlikely		50% 50%
Would measures encourage walking/cycling		50%
Consider measures will make journey to school safer	100%	
Consider measures address the main problems	93%	
Support for measures Fully support Generally support	87% 13%	

The results of the consultation showed that there is very strong support for the school travel plan measures. Issues raised during the plan consultation were taken on board in the development of the final School Travel Plan.

The results also show that 50% of parents who drive to the school state that the measures would encourage them to walk/cycle and that 50% would be likely to use a car sharing scheme if established. Furthermore 36% of existing walkers would consider allowing children to cycle to school as would 50% of existing car users.

MONITORING AND REVIEW PROPOSALS

The monitoring of the impact of our school travel plan on the means of travel to school will be undertaken by carrying out an annual survey of mode of travel to school using an online survey. The above survey would be supplemented after the implementation of the majority of the proposed measures by a repeat of the school travel survey with parents and pupils. The survey would explore in greater detail the effects of the plan and measures as well as the parent's awareness of the plan.

In order to promote the monitoring and to embed the concept of travel to school in the curriculum the online travel survey has been developed for implementation in all schools in the borough by mid 2006. It is intended that the surveys are carried out during IT lessons for all children. The collected

data would then be available as a resource for teaching staff to use in travel to school curriculum activities in both mathematics and geography. The survey is to be undertaken in December 2006 so that the results can be compared directly with those obtained from the December 2005 survey.

Our school travel plan would be reviewed annually, following the pupil and parent travel surveys in December each year, and where necessary changes would be made to reflect any particular issues that arise.

The delivery of the proposed elements of our school travel plan will be monitored by the school STP working group and Tameside MBC's school travel plan coordinator and where there is evidence of delay measures will be taken to progress the plan.

The review will specifically consider pupil travel needs arising from new developments within education and transport provision and will be revised accordingly. Particular attention will be given to changes in the options and scope for dedicated School Bus services and in this respect we will work closely with the local transport authority.

SCHOOL TRAVEL PLAN RATIFICATION

The pupils, parents, staff and governors of Greenside Primary School have agreed to implement a School Travel Plan to deal with travel problems, traffic congestion and road safety issues on, and in the immediate vicinity of, the school grounds and also on the main routes to the school from the surrounding area. In implementing the plan it is a requirement that the initiatives set out in the Action Plan and Implementation Plans will be carried out with the support of Tameside MBC.

APPENDIX C

Schools in Tameside with Approved School Travel Plans

Currently under review

Primary Schools

Aldwyn Primary School and Motor Impaired Resource Base
Arlies Primary School
Arundale Primary School
Audenshaw Primary School
Bradley Green Community Primary School
Broadbent Fold Primary School and Nursery
Broadbottom Church of England Primary School
Broadoak Primary School
Buckton Vale Primary School
Canon Burrows CofE Primary School
Canon Johnson CofE Primary School
Clarendon Fields Primary School
Corrie Primary School
Dane Bank Primary School
Denton West End Primary School
Dowson Primary School
Fairfield Road Primary School
Flowery Field Primary School
Gee Cross Holy Trinity CofE Primary School
Globe Lane Primary School
Godley Community Primary School
Gorse Hall Primary and Nursery School
Greenfield Primary School and Early Years Centre
Greenside Primary School and Children's Centre
Greswell Primary School and Nursery
Holden Clough Community Primary School
Hollingworth Primary School
Holy Trinity CofE Primary School
Hurst Knoll St James' Church of England Primary School
Leigh Primary School
Linden Road Primary School and Hearing Impaired Resource Base
Lyndhurst Community Primary School
Manchester Road Primary School
Manor Green Primary and Nursery School
Micklehurst All Saints CofE Primary School
Millbrook Primary School
Milton St John's CofE Primary School
Moorside Primary School
Mottram CofE Primary School
Oakfield Primary and Moderate Learning Difficulties Resource Base
Our Lady of Mount Carmel RC Primary School, Ashton-under-Lyne
Parochial CofE Primary and Nursery School, Ashton-under-Lyne
Pinfold Primary School
Poplar Street Primary School
Ridge Hill Primary School and Nursery
Rosehill Methodist Community Primary School
Russell Scott Primary School
St Anne's Primary School
St Anne's RC Primary School
St Christopher's RC Primary School
St George's CofE Primary School, Hyde
St George's CofE Primary School
St James Catholic Primary School
St James CofE Primary School, Ashton-under-Lyne
St John Fisher RC Primary School, Denton
St John's CofE Primary School, Dukinfield
St Joseph's RC Primary School
St Mary's Catholic Primary School
St Mary's CofE Primary School
St Mary's RC Primary School
St Paul's Catholic Primary School

St Paul's CofE Primary School, Stalybridge
St Peter's Catholic Primary School
St Peter's CofE Primary School
St Raphael's Catholic Primary School
St Stephen's CofE Primary School
St Stephen's RC Primary School
Stalyhill Infant School
Stalyhill Junior School
Stamford High School
The Heys Primary School
Waterloo Primary School
Wild Bank Community School
Yew Tree Community Primary School, Acorn Nursery and MLD Resource Base

Secondary Schools

Alder Community High School
All Saints Catholic College
Astley Sports College and Community High School
Audenshaw School
Copley High School
Droylsden School Mathematics and Computing College for Girls
Egerton Park Arts College
Fairfield High School for Girls
Hartshead Sports College
Hyde Technology School and Hearing Impaired Resource Base
Littlemoss High School for Boys
Longdendale Community Language College
Mossley Hollins High School
St Damian's RC Science College
St Thomas More RC College Specialising in Mathematics and Computing
Stamford High School
Two Trees Sports College
West Hill School

Special Schools

Cromwell High School
Dale Grove School
Hawthorns Community School
Oakdale School and Acorn Nursery
Samuel Laycock School

APPENDIX D

Schools in Tameside with School Bus Services

Currently under review

Journeys in this leaflet operate on schooldays only, unless otherwise stated.

Services are listed alphabetically under school names.

Currently under review

SCHOOLS SERVED & CONTACT DETAILS

SCHOOL NAME & CONTACTS:	START:	FINISH:
ALDER COMMUNITY HIGH SCHOOL Mottram Old Road, Gee Cross, Hyde. SK14 5NJ. Tel: 0161 368 5132 /(Fax: 0161 366 6383) Contact: Mr Richard O'Regan, Deputy Head	0820	1455
ALL SAINTS CATHOLIC COLLEGE Kenyon Avenue, Dukinfield. SK16 5AR. Tel: 0161 338 2120/(Fax: 0161 338 9750) Contact: Martin Brennan, Deputy Head	0855	1535
ASTLEY SPORTS COLLEGE Yew Tree Lane, Dukinfield, SK16 5BL. Tel: 0161 338 2374/(Fax: 0161 304 9251) Contact: Shirley Buckley, Head's P.A.	0845	1505
AUDENSHAW HIGH SCHOOL Hazel Street, Audenshaw, Manchester. M34 5NB. Tel: 0161 336 2133/(Fax: 0161 320 3046) Contact: Mr Simon Lennox, Deputy Head	0820	1440
COPLEY HIGH SCHOOL Huddersfield Road, Stalybridge. SK15 3RR. Tel: 0161 338 6684/(Fax: 0161 303 8517) Contact: Paula Wolstenholme, Senior Operations Manager	0840	1515
DROYLSDEN HIGH SCHOOL for GIRLS Manor Road, Droylsden, Manchester. M43 6QD. Tel: 0161 370 2777/(Fax: 0161 371 7793) Contact: Mrs S Bailey, School Receptionist	0835	1455
EGERTON PARK ARTS COLLEGE Egerton Street, Denton, Manchester. M34 3PB. Tel: 0161 336 2039/(Fax: 0161 337 8894). Contact: Sharon McCabe, Reception	0840	1455
FAIRFIELD HIGH SCHOOL for GIRLS Fairfield Avenue, Droylsden, Manchester. M43 6AB. Tel: 0161 370 1488/(Fax: 0161 371 1620) Contact: Mrs Julie Murphy, Attendance Support Officer	0815	1440
HARTSHEAD HIGH SCHOOL Greenhurst Road, Ashton-under-Lyne. OL6 9DX. Tel: 0161 330 4965/(Fax: 0161 344 2629) Contact: Mrs Pat Gerrard, Office Manager	0850	1515
HYDE TECHNOLOGY COLLEGE Old Road, Hyde. SK14 4SP. Tel: 0161 368 1353/(Fax: 0161 368 5099) Contact: Carrie Withnell, Headteachers P.A	0900	1520 1430 wed only
LITTLEMOSS HIGH SCHOOL Cryer Street, Droylsden, Manchester. M43 7LF. Tel: 0161 370 3334/(Fax: 0161 301 6550) Contact: Mr McLoughlin, Headteacher	0845	1445
LONGDENDALE HIGH SCHOOL Spring Street, Hollingworth, Hyde. SK14 8LW. Tel: 01457 764 006/(Fax: 01457 766483) Contact: Mrs Jackie Handforth, Office Administrator	0830	1515
MOSSLEY HOLLINS HIGH SCHOOL Huddersfield Road, Mossley, nr Ashton-under-Lyne. OL5 9DJ. Tel: 01457 832 491/(Fax: 01457 837 934) Contact: Mrs Louise Whitehead	0845	1510 1415 wed only
SAMUEL LAYCOCK HIGH SCHOOL Mereside, Stalybridge. SK15 1JF. Tel: 0161 303 1321/(Fax: 0161 338 4638). Contact: Rosemary Murphy, Headteacher	0915	1520
STAMFORD HIGH SCHOOL Mossley Road, Ashton-under-Lyne. OL6 9SD. Tel: 0161 330 7437/(Fax: 0161 331 3555) Contact: Ms Val Cooper, Headteacher's P.A.	0830	1440
ST DAMIAN'S R.C. SCIENCE COLLEGE Lees Road, Ashton-under-Lyne. OL6 8BH. Tel: 0161 330 5974/(Fax: 0161 331 4744) Contact: Mrs Joanne Biggs, Secretary	0900	1525
ST THOMAS MORE R.C. HIGH SCHOOL Town Lane, Denton, Manchester. M34 6AF. Tel: 0161 336 2743/(Fax: 0161 337 9701) Contact: P Nokes, Assistant Headteacher.	0845	1515
TWO TREES COMMUNITY HIGH SCHOOL Two Trees Lane, Denton, M/cr. M34 7QL. Tel: 0161 336 2719/(Fax: 0161 337 4337) Contact: Mrs M Margison, School Secretary	0825	1500
WEST HILL SCHOOL Thompson Cross, Stalybridge. SK15 1LX. Tel: 0161 338 2193/(Fax: 0161 338 8293) Contact: Mrs Yvette Gillespie, School Secretary	0845	1505

ALDER COMMUNITY HIGH SCHOOL, Backbower (0820 to 1455)**JOHN KENNEDY ROAD – ALDER COMMUNITY HIGH SCHOOL** **Service 860**

GMPTE Contract Number:	0288	GMPTE Contract Number:	0288
Minimum Capacity:	74	Minimum Capacity:	74
Operator Code:	FM	Operator Code:	FM
JOHN KENNEDY ROAD TERMINUS	0753	ALDER COMMUNITY HIGH SCHOOL	1505
Ashworth Lane/Chain Bar Lane	0755	Ashworth Lane/Garnett Road	1513
ALDER COMMUNITY HIGH SCHOOL	0805	JOHN KENNEDY ROAD TERMINUS	1515

SERVICE 860: From JOHN KENNEDY ROAD TERMINUS VIA John Kennedy Road, Ashworth Lane, Stockport Road, Mottram Old Road to ALDER COMMUNITY HIGH SCHOOL. **RETURNS** FROM ALDER COMMUNITY HIGH SCHOOL VIA Mottram Old Road, Stockport Road, Ashworth Lane, John Kennedy Road to JOHN KENNEDY ROAD TERMINUS.

GODLEY – HYDE – GEE CROSS – ALDER COMMUNITY HIGH SCHOOL **Service 867**

GMPTE Contract Number:	0073	GMPTE Contract Number:	0073
Minimum Capacity:	78	Minimum Capacity:	78
Operator Code:	FM	Operator Code:	FM
MOTTRAM JUNCTION	0742	ALDER COMMUNITY HIGH SCHOOL	1505
GODLEY, Arches	0748	Gee Cross, Apethorn Lane	1510
HYDE, Bus Station	0754	HYDE, Bus Station	1516
Gee Cross, Apethorn Lane	0800	GODLEY, Arches	1522
ALDER COMMUNITY HIGH SCHOOL	0805		

SERVICE 867: From MOTTRAM JUNCTION, Mottram Road nr jct with Stockport Road via Mottram Road, Fernley Street, Tinker Street, Hyde Bus Station, Market Street, Dowson Road, Stockport Road, Mottram Old Road to ALDER COMMUNITY HIGH SCHOOL. **RETURNS** FROM ALDER COMMUNITY HIGH SCHOOL VIA Mottram Old Road, Stockport Road, Dowson Road, Market Street, Hyde Bus Station, Tinker Street, Fernley Street, Mottram Road to GODLEY, Arches, Mottram Road, nr jct with Sheffield Road.

YELLOW SCHOOL BUS

SERVICE Y92: FOR USE BY YELLOW SCHOOL BUS PASS HOLDERS ONLY

HATTERSLEY – ALDER COMMUNITY HIGH SCHOOL **Service Y92**

GMPTE Contract Number:	5007	GMPTE Contract Number:	5007
Minimum Capacity:	67	Minimum Capacity:	67
Operator Code:	SM	Operator Code:	SM
Service Number:	Y92	Service Number:	Y92
HATTERSLEY RD EAST/ BEAUFORT RD	0753	ALDER COMMUNITY HIGH SCHOOL	1505
Hattersley Road East/Chapman Road	0754	Underwood Road/Junction Stockport Rd	1514
Hattersley Road West/Sandy Bank Ave	0755	Underwood Road/Thornbury Avenue	1515
Hattersley Road West/Fields Farm Rd	0756	Underwood Road/Cambourne Road	1516
Hattersley Road West/Porlock Ave	0757	Underwood Road/Pudding Lane	1517
Underwood Road/Wardlebrook Avenue	0758	Underwood Road/Wardlebrook Avenue	1518
Underwood Road/Pudding Lane	0759	Hattersley Road West/Porlock Ave	1519
Underwood Road/Cambourne Road	0800	Hattersley Road West/Fields Farm Rd	1520
Underwood Road/Thornbury Avenue	0801	Hattersley Road West/Sandy Bank Ave	1522
Underwood Road/Junction Stockport Road	0802	Hattersley Road East/Chapman Road	1523
ALDER COMMUNITY HIGH SCHOOL	0810	HATTERSLEY RD EAST/ BEAUFORT RD	1524

Service Y92: FROM HATTERSLEY ROAD EAST/Beaufort Road then via Hattersley Road East, Hattersley Road West, Underwood Road, Stockport Road, Mottram Old Road to ALDER COMMUNITY HIGH SCHOOL. **Returns:** FROM ALDER COMMUNITY HIGH SCHOOL Via Mottram Old Road, Stockport Road, Underwood Road, Hattersley Road West, Hattersley Road East to JUNCTION WITH FIELDS FARM ROAD.

ALDER COMMUNITY HIGH SCHOOL, Backbower (Continued).

YELLOW SCHOOL BUS

SERVICE Y93: FOR USE BY YELLOW SCHOOL BUS PASS HOLDERS ONLY

HATTERSLEY – ALDER COMMUNITY HIGH SCHOOL		Service Y93
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GMPTE Contract Number:	5008	GMPTE Contract Number:	5008
Minimum Capacity:	67	Minimum Capacity:	67
Operator Code:	SM	Operator Code:	SM
Service Number:	Y93	Service Number:	Y93
HATTERSLEY ROAD EAST/PINFOLD SCHOOL.	0746	ALDER COMMUNITY HIGH SCHOOL	1505
Hattersley Road East/ nr jctn Fields Farm Road	0747	Clough End Road/Valley Road	1511
Fields Farm Road/Tavistock Close	0748	Clough End Road/Webb Walk	1512
Fields Farm Road/British Legion	0749	Clough End Road/Broadbent Grove	1513
Fields Farm Road/Bankside	0750	Fields Farm Road/Bankside	1520
Clough End Road/Broadbent Grove	0757	Fields Farm Road/British Legion	1521
Clough End Road/Webb Walk	0758	Fields Farm Road/Tavistock Close	1522
Clough End Road/Valley Road	0759	Hattersley Road East/nr jctn Fields Farm Road	1523
ALDER COMMUNITY HIGH SCHOOL	0805	HATTERSLEY ROAD EAST/CHAPMAN ROAD	1524
		(opp Pinfold School)	

Service Y93: FROM HATTERSLEY ROAD EAST/ Outside Pinfold School then via Hattersley Road East, Fields Farm Road, Hattersley Road West, Underwood Road, Stockport Road, Clough End Road, Stockport Road, Mottram Old Road to ALDER COMMUNITY HIGH SCHOOL. **Returns:** FROM ALDER COMMUNITY HIGH SCHOOL Via Mottram Old Road, Stockport Road, Clough Ends Road, Stockport Road, Underwood Road, Hattersley Road West, Fields Farm Road, Hattersley Road East to JUNCTION WITH CHAPMAN ROAD (opp Pinfold School).

ALL SAINTS CATHOLIC COLLEGE, Dukinfield (0855 to 1535)

HATTERSLEY – NEWTON - ALL SAINTS CATHOLIC COLLEGE Service 841

GMPTE Contract Number:	0072	GMPTE Contract Number:	*
Minimum Capacity:	85	Minimum Capacity:	
Operator Code:	SM	Operator Code:	MAY
Service Number:	841	Service Number:	841
			C
HATTERSLEY, J.Kennedy Road	0816	ALL SAINTS CATHOLIC COLLEGE	1540
Hattersley, Chapman Arms	0823	Newton, Cheshire Cheese	1547
Hattersley, Fields Court	0825	Godley, Arches	1552
Godley, Arches	0829	Hattersley, Fields Court	1556
Newton, Cheshire Cheese	0839	Hattersley, Chapman Arms	1559
ALL SAINTS CATHOLIC COLLEGE	0845	HATTERSLEY, J.Kennedy Road	1605

C: Journey commences from Copley High School.

SERVICE 841: From HATTERSLEY via John Kennedy Road, Ashworth Lane, Stockport Road, Clough End Road, Chapman Road, Hattersley Road East, Hattersley Road West, Mottram Road, Sheffield Road, High Street, Halton Street, Commercial Brow, Ashton Road, Birch Lane to ALL SAINTS CATHOLIC COLLEGE. RETURNS via reverse of above route.

MICKLEHURST–STALYBRIDGE–DUKINFIELD - ALL SAINTS CATHOLIC COLLEGE Service 343/344

GMPTE Contract Number:	*	*	GMPTE Contract Number:	*	0073
Minimum Capacity:			Minimum Capacity:		78
Operator Code:	SPL	SPL	Operator Code:	SPL	FM
Service Number:	343	344	Service Number:	343	343
	#	#			
MICKLEHURST, Winterford Rd	0751	0825	ALL SAINTS CATHOLIC COLLEGE	1542	1540
Carrbrook School	0757	0830	Dukinfield, Albion Hotel	1545	----
Stalybridge, Bus Station	0812	0842	Stalybridge, Bus Station	1551	1550
Dukinfield, Albion Hotel	0818	0848	Millbrook	1558	1558
BIRCH LANE, for ALL SAINTS COLLEGE	0821	0851	Carrbrook School	1559	----
			MICKLEHURST, Winterford Rd	1608	1607
			HUDDERSFIELD RD/ MANCHESTER RD	----	1610

Journey commences from Oldham at 0720 & 0745 and continue to Hyde.

SERVICE 344: From MICKLEHURST, WINTERFORD ROAD/HUDDERSFIELD ROAD via Huddersfield Road, Buckton Vale Road, South View, Buckton Vale Road, Huddersfield Road, Mottram Road, Acres Lane, High Street, Trinity Street, Market Street, Stalybridge Bus Station, Waterloo Road, Trinity Street, High Street, Oxford Road, Birch Lane for ALL SAINTS CATHOLIC COLLEGE. 343: RETURN via reverse of above route to Trinity Street, Market Street, Stalybridge Bus Station, Waterloo Road, Trinity Street and reverse of the above to MICKLEHURST, WINTERFORD ROAD.

SERVICE 343x: From ALL SAINTS CATHOLIC COLLEGE via Birch Lane, Yew Tree Lane, Cheetham Hill Road, Hollins Street, High Street, Trinity Street, Armentieres Square, Trinity Street, Waterloo Road, Market Street, Stalybridge Bus Station, Waterloo Road, Trinity Street, High Street, Acres Lane, Mottram Road, Huddersfield Road to junction with MANCHESTER ROAD.

* Journey provided without the financial support of GMPTE

ASTLEY SPORTS COLLEGE , DUKINFIELD (0845 to 1505)

ASTLEY SPORTS COLLEGE – HYDE – GEE CROSS Services 343 & 389

GMPTE Contract Number:	*	GMPTE Contract Number:	5689
Minimum Capacity:		Minimum Capacity:	85
Operator Code:	SM	Operator Code:	MAY
Service Number:	389	Service Number:	343
GEE CROSS, APETHORN LANE	0814	ASTLEY SPORTS COLLEGE	1520
Hyde, Shepherd's Call	----	Newton, Cheshire Cheese	1524
Hyde, Bus Station	0830	Hyde, Bus Station	----
Newton, Cheshire Cheese	0835	Hyde, Shepherd's Call	1532
ASTLEY SPORTS COLLEGE	0839	GEE CROSS, Apethorn Lane	1539

SERVICE 343 RETURNS via Yew Tree Lane, Cheetham Hill Road, Ashton Road, Bennett Street, Old Road, Newton Street, Clark Way, Manchester Road, Market Street, Stockport Road, to GEE CROSS, APETHORN LANE

SERVICE 389: From GEE CROSS, APETHORN LANE via Stockport Road, Dowson Road, Knott Lane, Waverley Road, Dowson Road, Market Street, Hyde Bus Station, Park Road, Lodge Lane, Ashton Road, Cheetham Hill Road to ASTLEY SPORTS COLLEGE.

ASHTON – STALYBRIDGE – ASTLEY SPORTS COLLEGE Services 387 & 389

GMPTE Contract Number:	*	GMPTE Contract Number:	*	*
Minimum Capacity:		Minimum Capacity:		
Operator Code:	FM	Operator Code:	FM	SM
Service Number:	389	Service Number:	389	389
ASHTON, BUS STATION	0805	Yew Tree Lane/Precinct Shops for ASTLEY SPORTS COLLEGE.	1526	1541
Ridge Hill, Luzley Road	0818	Yew Tree Lane/Lyne Edge Road	1531	1546
Stalybridge, Bus Station	0825	Stalybridge, Bus Station	1540	1555
Yew Tree Lane/Lyne Edge Road	0834	Ridge Hill, Luzely Road	1547	1602
Yew Tree/ Chester Road for ASTLEY SPORTS COLLEGE	0836	ASHTON, BUS STATION	1600	1615

SERVICE 389: From ASHTON, BUS STATION via Wellington Road, Penny Meadow, Crickets Lane, Mossley Road, Darnton Road, Springs Lane, Ridge Hill Lane, Church's Walk, St Georges' Street, Ridge Hill Lane, Rassbottom Street, STALYBRIDGE, Bus Station, Waterloo Road, Armentieres Square, High Street, Cheetham Hill Road, Gorse Hill Road, Fir Tree Lane, Lyne Edge Road, Yew Tree Lane for ASTLEY SPORTS COLLEGE. **RETURN**, From PRECINCT SHOPS/YEW TREE LANE to Lyne Edge Road, Fir Tree Lane, Gorse Hill Road, Cheetham Hill Road, Hollins Street, Stanley Square, High Street, Armentieres Square, Trinity Street, Stalybridge, Bus Station, Ramsbottom Street, Stamford Street, Ridge Hill Lane, Church Walk, St George's Street, Darnton Road, Mossley Road, Penny Meadow, Wellington Road TO ASHTON BUS STATION.

GEE CROSS – HYDE – ASTLEY SPORTS COLLEGE Services 387 & 389

GMPTE Contract Number:	*	*	GMPTE Contract Number:	*
Minimum Capacity:			Minimum Capacity:	
Operator Code:	FM	SM	Operator Code:	FM
Service Number:	389	389	Service Number:	389
GEE CROSS, Apethorn Lane	---	0814	Yew Tree Lane/Chester Road for ASTLEY SPORTS COLLEGE.	1536
HYDE, Bus Station	0820	0826	Newton, Cheshire Cheese	1540
Newton, Cheshire Cheese	0825	0835	HYDE BUS STATION	1545
Yew Tree Lane/Precinct Shops for ASTLEY SPORTS COLLEGE	0828	0838		

SERVICE 389: FROM GEE CROSS, APETHORN LANE, Stockport Road, Dowson Road, Knott Lane, Waverley Road, Dowson Road, Market Street, Park Road, Lodge Lane, Ashton Road, Cheetham Hill Road, Yew Tree Lane PRECINCT SHOPS FOR ASTLEY SPORTS COLLEGE.

* Journey provided without the financial support of GMPTE

AUDENSHAW HIGH SCHOOL (0820 to 1440)

DANE BANK – DENTON - AUDENSHAW HIGH SCHOOL Service 791

GMPTE Contract Number:	5689	GMPTE Contract Number:	0211
Minimum Capacity:	85	Minimum Capacity:	70
Operator Code:	MAY	Operator Code:	SM
Service Number:	791	Service Number:	791
DANE BANK	0740	AUDENSHAW HIGH SCHOOL	1450
Denton, Crown Point	0755	DANE BANK	1505
AUDENSHAW HIGH SCHOOL	0805		

SERVICE 791: From DANE BANK via Windmill Lane, Kent Road, Dane Road, Windsor Road, Ash Road, Balmoral Drive, Manchester Road, Ashton Road, Denton Road, Stamford Road to AUDENSHAW HIGH SCHOOL. RETURNS via Stamford Road, Corporation Road, Taylor Lane, Seymour Street, Manchester Road, Balmoral Drive, Richmond Road, Windsor Road, Windmill Lane to DANE BANK, terminus.

DROYLSDEN – AUDENSHAW HIGH SCHOOL Services 220, 792, 793 & 794

GMPTE Contract Number:	0400	5683	1664	GMPTE Contract Number:	*	5683
Minimum Capacity:	70	85	35	Minimum Capacity:		85
Operator Code:	FM	MAY	SM	Operator Code:	MAY	MAY
Service Number:	794	792	220	Service Number:	792	793
			<i>P</i>			
DROYLSDEN, Littlemoss Rd	0735	-----	----	AUDENSHAW HIGH SCHOOL	1450	1450
Droylsden, Butchers Arms	-----	0739	----	Audenshaw, Trough	1455	1455
Droylsden, Medlock Street	-----	0740	----	Openshaw, Half Way House	1459	----
Sunnyside Rd/Greenside La	-----	0745	----	Droylsden, Market Street	1503	1458
Droylsden, Fiveways	-----	0748	----	Droylsden, Fiveways	1505	1500
Droylsden, Market Street	0743	0750	----	Sunnyside Rd/Greenside La	1507	----
Openshaw, Half Way House	-----	0755	0810	Manchester Rd/Davenport St	----	1503
Audenshaw, Trough	0750	0759	0813	DROYLSDEN, Littlemoss Rd	1513	----
AUDENSHAW HIGH SCHOOL	0801	0802	0815			

P: Journey commences from Manchester, Piccadilly, at 0753

SERVICE 220: From HIGHER OPENSRAW, HALF WAY HOUSE via Ashton Old Road, Manchester Road, Audenshaw Road, Stamford Road to AUDENSHAW HIGH SCHOOL.
SERVICE 792: From DROYLSDEN, Butcher's Arms via Market Street, Medlock Street, Sunnyside Road, Greenside Lane, Market Street, Fairfield Road, Ashton Old Road, Manchester Road, Audenshaw Road, Stamford Road to AUDENSHAW HIGH SCHOOL. RETURNS via reverse of above route to Medlock Street, Market Street, Moorside Street, Littlemoss Road to terminus.
SERVICE 793: From AUDENSHAW HIGH SCHOOL via Stamford Road, Audenshaw Road, Manchester Road, Ashton Hill Lane, Market Street, Medlock Street, Sunnyside Road, Chappell Road, Manor Road, Davenport Street to MANCHESTER ROAD junction.
SERVICE 794: From DROYLSDEN, Littlemoss Road terminus via Littlemoss Road, Moorside Street, Market Street, Ashton Hill Lane, Manchester Road, Audenshaw Road, Stamford Road, Corporation Road, Egerton Street, Ashton Road, Denton Road, Stamford Road to AUDENSHAW HIGH SCHOOL.

DUKINFIELD - AUDENSHAW HIGH SCHOOL Service 221

AUDENSHAW HIGH SCHOOL - DUKINFIELD Service 789

GMPTE Contract Number:	*	GMPTE Contract Number:	5689
Minimum Capacity:		Minimum Capacity:	85
Operator Code:	SM	Operator Code:	MAY
Service Number:	221	Service Number:	789
DUKINFIELD, Tennyson Avenue	0738	AUDENSHAW HIGH SCHOOL	1450
Boys Walk/Armada Road	0750	Globe Square	1455
Dukinfield, Town Hall	0753	Dukinfield, Town Hall	1458
Old Pack Horse	0802	Boys Walk/Armada Road	1504
AUDENSHAW HIGH SCHOOL	0807	DUKINFIELD, Tennyson Avenue	1512

SERVICE 221: From DUKINFIELD, Tennyson Avenue via Tennyson Avenue, Yew Tree Lane, Cheetham Hill Road, Lodge Lane, Oxford Road, Birch Lane, Boyd's Walk, King Street, Astley Street, Ashton Street, Shepley Road, Stamford Road to AUDENSHAW HIGH SCHOOL.

SERVICE 789: From AUDENSHAW HIGH SCHOOL via Stamford Road, Coronation Square, Stamford Road, Shepley Road, Ashton Street, Astley Street, King Street, Boyds Walk, Birch Lane, Oxford Road, Lodge Lane, Cheetham Hill Road, Yew Tree Lane, Tennyson Avenue to DUKINFIELD, Tennyson Avenue.

Currently under review

COPLEY HIGH SCHOOL, Stalybridge (0840 to 1515)

RIDGE HILL – STALYBRIDGE - COPLEY HIGH SCHOOL	Services 820 & 870
COPLEY HIGH SCHOOL – STALYBRIDGE – NEWTON – HATTERSLEY	Service 841

GMPTE Contract Number:	*	5685	GMPTE Contract Number:	0072	5685	*
Minimum Capacity:		55	Minimum Capacity:	85	55	
Operator Code:	MAY	MAY	Operator Code:	SM	MAY	MAY
Service Number:	870	820	Service Number:	820	820	841
GODLEY, Arches	----	----	COPLEY HIGH SCHOOL	1520	1525	1525
Newton, Cheshire Cheese	----	----	Stalybridge, Bus Station	1530	1529	1530
Dukinfield, Albion Hotel	----	----	RIDGE HILL ESTATE	1538	1539	----
MOSSLEY RD/DARNTON RD	0750	----	MOSSLEY RD/DARNTON RD	1540	----	----
Ridge Hill Estate	0752	0805	Dukinfield, Albion Hotel	----	----	1536
Stalybridge, Bus Station	0802	0815	ALL SAINTS R.C. HIGH SCHOOL arr	----	----	1540
COPLEY HIGH SCHOOL	0810	0822	ALL SAINTS R.C. HIGH SCHOOL dep	----	----	1545
			Newton, Cheshire Cheese	----	----	1547
			Godley, Arches	----	----	1552
			Hattersley, Fields Court	----	----	1556
			Hattersley, Chapman Arms	----	----	1559
			HATTERSLEY, John Kennedy Road	----	----	1605

SERVICE 820: From RIDGE HILL ESTATE, SPRING LANE/ST GEORGE'S STREET via Springs Lane, Ridge Hill Lane, Church Walk, St George's Street, Ridge Hill Lane, Stamford Street, Rassbottom Street, Market Street, Stalybridge Bus Station, Portland Place, Huddersfield Road, Demesne Drive to COPLEY HIGH SCHOOL.

MAYNES JOURNEY RETURNS via Demesne Drive, Huddersfield Road, Portland Place, Corporation Street, Trinity Street, Market Street, Stalybridge Bus Station, Waterloo Road, Rassbottom Street, Stamford Street, Ridge Hill Lane, Springs Lane, Ridge Hill Lane, Church Walk, St Georges Street to JUNCTION WITH RIDGE HILL LANE. **STAGECOACH JOURNEY** RETURNS via Demesne Drive, Huddersfield Road, Mottram Road, Acres Lane, High Street, Caroline Street, Water Street, Market Street, Stalybridge Bus Station, Waterloo Road, Rassbottom Street, Stamford Street, Ridge Hill Lane, Springs Lane, Ridge Hill Lane, Church Walk, St. George's Street to DARNTON ROAD/ RIDGE HILL LANE.

SERVICE 841: From GODLEY, Arches via Sheffield Road, High Street, Halton Street, Commercial Brow, Ashton Road, Birch Lane, Oxford Road, High Street, Trinity Street, Market Street, Stalybridge Bus Station, Waterloo Road, Trinity Street, Acres Lane, Mottram Road, Huddersfield Road, Desmesne Drive to COPLEY HIGH SCHOOL.

RETURNS via Demesne Drive, Huddersfield Road, Portland Place, Corporation Street, Trinity Street, Market Street, Stalybridge Bus Station, Waterloo Road, Trinity Street, High Street, Oxford Road, Birch Lane, Ashton Road, Commercial Brow, Halton Street, High Street, Sheffield Road, Mottram Road, Hattersley Road West, Hattersley Road East, Chapman Road, Clough End Road, Stockport Road, Ashworth Lane to HATTERSLEY, JOHN KENNEDY ROAD.

SERVICE 870: From MOSSLEY ROAD/DARNTON ROAD via Darnton Road, Springs Lane, Ridge Hill Lane, Church Walk, St. George's Street, Ridge Hill Lane, Stamford Street, Rassbottom Street, Market Street, Stalybridge Bus Station, Waterloo Road, Portland Place, Northern Road, Huddersfield Road for COPLEY HIGH SCHOOL.

DROYLSDEN HIGH SCHOOL for GIRLS (0835 to 1455)

SMALLSHAW – HARTSHEAD – LITTLEMOSS DROYLSDEN HIGH SCHOOL	Service 730
ASHTON – SMALLSHAW – LITTLEMOSS - DROYLSDEN HIGH SCHOOL	Service 731
DROYLSDEN HIGH SCHOOL – LITTLEMOSS – TAUNTON – ASHTON	Service 732

GMPT Contract Number: 5688 5681 5687
Minimum Capacity: 90 85 70
Operator Code: MAY MAY MAY
Service Number: 731 730 731

#

GMPT Contract Number: 5681 5686 5687
Minimum Capacity: 85 70 70
Operator Code: MAY MA MA
Service Number: 731 Y Y

730 732

#

ASHTON, Bus Station	----	----	0755	DROYLSDEN HIGH SCHOOL	1505	1506	1506
SMALLSHAW, Broadoak Hotel	----	0747	----	Droylsden, Littlemoor Road	1508	1513	----
Hartshead, Lichfield Avenue	----	0755	----	Taunton Road/Newmarket Road	---	1519	1521
Broadoak Hotel	0752	0757	0802	Broadoak Hotel	1512	1520	----
Taunton Road/Newmarket Road	0756	0801	0805	Hartshead, Lichfield Avenue	1515	1523	----
Droylsden, Littlemoor Road	0803	---	0813	Hurst Cross	1517	----	----
Droylsden, Sunnyside Road Shops	0805	---	0816	SMALLSHAW, Broadoak Hotel	----	1528	----
DROYLSDEN HIGH SCHOOL	0810	0815	0820	ASHTON BUS STATION	1530	----	1529

#: LIMITED STOP: Service 730, Morning journey operates non-stop between Taunton Road and Droylsden High School. Service 732, Afternoon, first setting down point on this journey is Taunton Road.

SERVICE 730: From SMALLSHAW, BROADOAK HOTEL via Broadoak Road, Lees Road, St. Albans Avenue, Alt Road, Wood Lane, Wilshaw Lane, Newmarket Road, Lumb Lane, Moorside Street, Medlock Street, Sunnyside Road, Greenside Lane and Manor Road to DROYLSDEN HIGH SCHOOL.
SERVICE 730: From DROYLSDEN HIGH SCHOOL via Manor Road, Greenside Lane, Market Street, Moorside Street, Lumb Lane, Newmarket Road, Wilshaw Lane, Wood Lane, Alt Road, St Albans Avenue, Lees Road, Broadoak Road to SMALLSHAW, BROADOAK HOTEL.
SERVICE 731: From ASHTON, BUS STATION via Wellington Road, Turner Lane, Alexandra Road, Henrietta Street, Broadoak Road, Wood Lane, Wilshaw Lane, Newmarket Road, Lumb Lane, Littlemoor Road, Moorside Street, Medlock Street, Sunnyside Road, Greenside Road, Manor Road to DROYLSDEN HIGH SCHOOL.
SERVICE 731: From DROYLSDEN HIGH SCHOOL via same route as service 730 to Lees Road, then Queens Road, Mossley Road, Penny Meadow, Wellington Road to ASHTON, BUS STATION.
SERVICE 732: From DROYLSDEN HIGH SCHOOL via Manor Road, Greenside Lane, Market Street, Moorside Street, Littlemoor Road, Lumb Lane, Newmarket Road, Taunton Road, Oldham Road, Wellington Road to ASHTON, BUS STATION.

EGERTON PARK ARTS COLLEGE, Denton (0840 to 1455)

DANE BANK – DENTON – EGERTON PARK ARTS COLLEGE Service 700

GMPTE Contract Number: 0282 0460
Minimum Capacity: 70 83
Operator Code: SM FM

GMPTE Contract Number: 0400 0049
Minimum Capacity: 70 84
Operator Code: FM FM

			#	#
DANE BANK, Primary School	0805	0806	EGERTON PARK ARTS COLLEGE	1505 1506
Denton, Crown Point	0819	0820	Balmoral Drive	1512 1513
EGERTON PARK ARTS COLLEGE	0822	0823	DANE BANK, Terminus	1515 1516

#: LIMITED STOP: The first setting down point on this journey is Balmoral Drive.

SERVICE 700: From DANE BANK PRIMARY SCHOOL via Thornley Lane South, Anson Road, Windsor Road, Ash Road, Balmoral Drive, Manchester Road, Ashton Road, Egerton Street to EGERTON PARK ARTS COLLEGE.
 RETURNS: via Egerton Street, Taylor Street, Seymour Street, Manchester Road South, Manchester Road, Balmoral Drive, Richmond Road, Windsor Road, Windmill Lane to DANE BANK TERMINUS

DROYLSDEN - AUDENSHAW – EGERTON PARK ARTS COLLEGE Service 702

GMPTE Contract Number: 0212
Minimum Capacity: 53
Operator Code: SM

GMPTE Contract Number: 0212
Minimum Capacity: 53
Operator Code: SM

EDGE LANE/MANCHESTER RD	0757	EGERTON PARK ARTS COLLEGE	1505
Droylsden, Market Street	0807	Audenshaw, Trough	1513
Audenshaw, Trough	0816	Droylsden, Market Street	1522
EGERTON PARK ARTS COLLEGE	0825	EDGE LANE/MANCHESTER ROAD	1532

SERVICE 702: From EDGE LANE/MANCHESTER ROAD via Manchester Road, Manor Road, (left) Greenside Lane, Sunnyside Road, Chappell Road, (left) Greenside Lane, Market Street, Fairfield Road, Ashton Old Road, Manchester Road, Audenshaw Road, Stamford Road, Denton Road, Ashton Road, Egerton Street to EGERTON PARK ARTS COLLEGE.
 RETURNS: via Egerton Street, Corporation Road, Stamford Road, Audenshaw Road, Manchester Road, Ashton Old Road, Fairfield Road, Market Street, Greenside Lane, Chappell Road, Sunnyside Road, Greenside Lane, Manor Road, Davenport Street, Manchester Road TO JUNCTION WITH EDGE LANE.

GEE CROSS – HYDE – HAUGHTON GREEN – DENTON – EGERTON PARK ARTS COLLEGE Service 814

GMPTE Contract Number: 0211
Minimum Capacity: 70
Operator Code: SM

GMPTE Contract Number: 0406
Minimum Capacity: 85
Operator Code: SM

GEE CROSS, Apethorn Lane	0745	EGERTON PARK ARTS COLLEGE	1505
Hyde, Bus Station	0753	Crown Point	1513
Haughton Green	0758	Haughton Green	1518
Crown Point	0820	Hyde, Bus Station	1526
EGERTON PARK ARTS COLLEGE	0823	GEE CROSS, Apethorn Lane	1535

SERVICE 814: From GEE CROSS, APETHORN LANE via Stockport Road, Market Street, Market Place, Clarendon Street, Hyde Bus Station, Manchester Road, Mill Lane, Haughton Green Road, Mancunian Road, Two Trees Lane, Stockport Road, Ashton Road, Egerton Street to EGERTON PARK ARTS COLLEGE.
 RETURNS: via Egerton Street, Corporation Road, Taylor Lane, Seymour Street, Manchester Road, Hyde Road, Stockport Road, Two Trees Lane, Mancunian Road, Haughton Green Road, Mill Lane, Manchester Road, Hyde Bus Station, Market Street, Stockport Road to GEE CROSS, APETHORN LANE.

FAIRFIELD HIGH SCHOOL for GIRLS, Droylsden (0815 to 1440)

FAIRFIELD HIGH SCHOOL – LITTLEMOSS

Service 169

Currently under review

GMPTE Contract Number:	5682
Minimum Capacity:	90
Operator Code:	MAY

FAIRFIELD HIGH SCHOOL	1448
Droylsden, Market Street	1451
Greenside Lane/Sunnyside Road	1455
Littlemoss, Lumb Lane	1500
TAUNTON RD/NEWMARKET RD	1508

From FAIRFIELD HIGH SCHOOL via Fairfield Road, Market Street, Greenside Lane, Sunnyside Road, Medlock Street, Market Street, Moorside Street, Littlemoss Road, Lumb Lane, Newmarket Road to TAUNTON RD/NEW MARKET RD.

FAIRFIELD HIGH SCHOOL – DENTON - HAUGHTON GREEN Services 347 & 706

GMPTE Contract Number:	5686
Minimum Capacity:	70
Operator Code:	MAY
Service Number:	706

GMPTE Contract Number:	*
Minimum Capacity:	
Operator Code:	SM
Service Number:	347

TWO TREES SCHOOL	0730	FAIRFIELD HIGH SCHOOL	1450
Haughton Green	0735	Guide Bridge, Station	1456
Crown Point	0743	Denton, Crown Point	1457
Guide Bridge, Station	0752	Haughton Green	1505
FAIRFIELD HIGH SCHOOL	0800	DENTON, Crown Point	1513

SERVICE 347: From FAIRFIELD HIGH SCHOOL via Manchester Road, Audenshaw Road, Guide Lane, Denton Road, Ashton Road, Stockport Road, Two Trees Lane, Haughton Green Road, Mancunian Road, Lancaster Road, Two Trees Lane. Bus then continues to CROWN POINT.

SERVICE 706: From TWO TREES SCHOOL via Two Trees Lane, Haughton Green Road, Mancunian Road, Lancaster Road, Two Trees Lane, Stockport Road, Ashton Road, Denton Road, Guide Lane, Audenshaw Road, Manchester Road to FAIRFIELD SCHOOL.

DANE BANK - FAIRFIELD HIGH SCHOOL Service 707

GMPTE Contract Number:	0065
Minimum Capacity:	87
Operator Code:	STO
Service Number:	707

GMPTE Contract Number:	0282
Minimum Capacity:	70
Operator Code:	SM
Service Number:	707

DANE BANK	0735	FAIRFIELD HIGH SCHOOL	1450
Gorton, Cross Inn	0745	Stamford Rd/Corporation Rd	1456
FAIRFIELD HIGH SCHOOL	0755	DANE BANK	1506

SERVICE 707: From DANE BANK via Windmill Lane, Kent Road, Dane Road, Windsor Road, Ash Road, Balmoral Drive, Manchester Road, Hyde Road, Wellington Street, Cross Lane, High Bank, Abbey Hey Lane, Jetson Street, Abbey Hey Lane, Capital Road, Ashton Old Road for FAIRFIELD HIGH SCHOOL.
RETURNS via Manchester Road, Audenshaw Road, Stamford Road, Corporation Road, Taylor Lane, Seymour Street, Manchester Road South, Manchester Road, Balmoral Drive, Richmond Road, Windsor Road, Windmill Lane to DANE BANK.

HARTSHEAD HIGH SCHOOL, Ashton (0850 to 1515)

OLDHAM – ABBEY HILLS – HOLTS - HARTSHEAD HIGH SCHOOL

Services 408 & 774

GMPTE Contract Number:	0404	GMPTE Contract Number:	0404
Minimum Capacity:	85	Minimum Capacity:	85
Operator Code:	SM	Operator Code:	SM
Service Number:	774	Service Number:	774
			S
OLDHAM, Bus Station	0815	HARTSHEAD HIGH SCHOOL	1532
Abbey Hills, Welcome Inn	0830	Holts Estate	1540
Holts Estate	0835	Abbey Hills, Welcome Inn	1545
HARTSHEAD HIGH SCHOOL	0842	OLDHAM, Town Square	1558
		OLDHAM, Bus Station	1602

S: Journey commences from St Damian's

SERVICE 774: From OLDHAM, Bus Station via Cheapside, St. Mary's Way, Lord Street, High Street, Greaves Street, Union Street, Southgate Street, Rhodes Bank, Waterloo Street, Glodwick Road, Abbey Hills Road, Whitby Road, Furness Avenue, Alt Lane, Abbey Hills Road, Lees New Road, Wildmoor Avenue, Lees New Road and Lees Road to HARTSHEAD HIGH SCHOOL. RETURNS via Lees Road, St. Christopher's Road, Nook Lane, Lees Road, Lees New Road, Wildmoor Avenue, Lees New Road, Abbey Hills Road, Alt Lane, Furness Avenue, Whitby Road, Abbeyhills Road, Glodwick Road, Waterloo Street, Union Street, Clegg Street, Town Square, Yorkshire Street, St Mary's Way, Cheapside, West Street turning circle to OLDHAM, Bus Station

DROYLSDEN – AUDENSHAW – CROWHILL - ASHTON – HARTSHEAD HIGH SCHOOL	Service 848
HARTSHEAD HIGH SCHOOL – ASHTON – LITTLEMOSS – DROYLSDEN	Service 858A

GMPTE Contract Number:	0389	5688	GMPTE Contract Number:	0389	5688
Minimum Capacity:	70	90	Minimum Capacity:	70	90
Operator Code:	FM	MAY	Operator Code:	FM	MAY
Service Number:	858	848	Service Number:	858	848
					#
DROYLSDEN, Clockhouse Avenue	----	0819	HARTSHEAD HIGH SCHOOL	1520	1525
Droylsden, Fiveways	----	0825	Broadoak Hotel	1530	-----
Audenshaw, Lumb Lane	----	0830	Ashton, Bus Station	1535	1528
Crowhill Knowle Avenue	----	0837	Ambleside Avenue	1543	----
ASHTON Bus Station	0830	---	Crowhill, Knowle Avenue	-----	1533
Broadoak Hotel	0837	0840	Littlemoss, Droylsden Road	1545	-----
HARTSHEAD HIGH SCHOOL	0845	0845	Audenshaw, Lumb Lane	-----	1542
			Droylsden, Market St/Greenside La	1547	1546
			DROYLSDEN, Clock House Avenue	1552	----
			CLAYTON, Edge Lane/North Road	-----	1552

LIMITED STOP: The first setting down point on this journey is Vicarage Road/Cranbourne Road.

SERVICE 848: From DROYLSDEN, Clock House Avenue via Greenside Lane, Market Street, Ashton Road, Droylsden Road, Manchester Road, Chester Square, Margaret Street, Katherine Street, Richmond Street, Knowle Avenue, Taunton Road, Oldham Road, Cranbourne Road, Vicarage Road, Wood Lane, Broadoak Road, Smallshaw Lane, Broadoak Road, Alt Road, St. Albans Avenue, Lees Road to HARTSHEAD HIGH SCHOOL. RETURNS via Lees Road, Broadoak Road then reverse of above route to Chester Square, Stockport Road, William Street, Manchester Road, Droylsden Road and reverse of above route to Manor Road, Davenport Street, Manchester Road, and Edge Lane to junction with North Road.

SERVICE 858: From Ashton Bus Station via Alexandra Road, Henrietta Street, Broadoak Road, Alt Road, St Albans Avenue, Lees Road, to HARTSHEAD HIGH SCHOOL. SERVICE 858A: RETURNS HARTSHEAD HIGH SCHOOL via Lees Road, Broadoak Road, Henrietta Street, Wellington Road to ASHTON, Bus Station, Wellington Road, Oldham Road, Taunton Road, Newmarket Road, Lumb Lane, Littlemoss Road, Moorside Street, Market Street, Greenside Lane to DROYLSDEN, Clock House Avenue.

HYDE TECHNOLOGY COLLEGE (MON/TUES/THURS/FRI : 0900-1530)

(WEDNESDAY: 0900-1430)

GEE CROSS - HYDE TECHNOLOGY COLLEGE Services 389 & 865

GMPTE Contract Number: *
Minimum Capacity:
Operator Code: SM
Service Number: 389

GMPTE Contract Number: * 0288 *
Minimum Capacity: 85
Operator Code: FM
Service Number: 865
SM 389 NOT WED. SM 389

GEE CROSS, Apethorn Lane	0814	HYDE TECHNOLOGY COLLEGE	----	1535	---
Hyde, Bus Station	0830	Newton, Cheshire Cheese	1458	----	1558
Hyde, Shepherds Call	----	Newton, Bay Horse	----	1542	----
Newton, Bay Horse	---	Hyde, Shepherds Call	---	1550	---
HYDE TECHNOLOGY COLLEGE	0833	Hyde, Bus Station	1503	---	1603
		Stockport Rd/Hyde Cemetery	---	1554	---
		GEE CROSS, Apethorn Lane	1514	1558	1614

SERVICE 389: From GEE CROSS, APETHORN LANE/STOCKPORT ROAD via Dowson Road, Knott Lane, Waverley Road, Dowson Road, Market Street, Market Place, Clarendon Street, Hyde Bus Station, Clark Way, Park Road to junction with LODGE LANE. RETURNS via Lodge Lane, Newton Street, Hyde Bus Station, Market Street, Dowson Road, Waverley Road, Knott Lane to Dowson Road

SERVICE 865: From GEE CROSS, DOWSON ROAD/APETHORN LANE via Stockport Road, Market Street, Union Street, Clarke Way, Clarendon Road, Victoria Street, Talbot Road, Bennett Street, Old Road to HYDE TECHNOLOGY COLLEGE. RETURNS from HYDE TECHNOLOGY COLLEGE via Old Road, Bennett Street, Talbot Road, Victoria Street, Clarendon Road, Clark Way, Fernley Street, Union Street, Market Street, Stockport Road to APETHORN LANE/DOWSON ROAD.

LITTLEMOSS HIGH SCHOOL, Droylsden (0845/1445)

LITTLEMOSS – SUNNYSIDE ROAD – DROYLSDEN – SPORTCITY – Services 230, 233, 234, 235 (MANCHESTER)

GMPTE Contract Number:	*	*	GMPTE Contract Number:	*	*
Minimum Capacity:			Minimum Capacity:		
Operator Code:	MAY	MAY	Operator Code:	MAY	MAY
Service Number:	235	233	Service Number:	230	234
Manchester, Shudehill Interchange	---	0750	LITTLEMOSS (opp High School)	1447	1502
Manchester Piccadilly Gardens	0748	0800	Littlemoss Turning Circle	---	---
Sportcity	0759	0811	Droylsden, Sunnyside Road	1452	1507
Clayton, Mayne Depot	0803	0815	Clayton, Mayne Depot	1458	1513
Droylsden, Sunnyside Road	0810	0822	Sportcity	1501	1516
Littlemoss for High School	0816	0828	Manchester, Church Street	1510	1525
			Manchester, Shudehill	1515	1530

ROUTE DESCRIPTION, 233, 235: From Manchester Shudehill Interchange via Piccadilly, Lever Street, Great Ancoats Street, Pollard Street, Merril Street, Ashton New Road, Manor Road, Greenside Lane, Sunnyside Road, Medlock Street, Market Street, Moorside Street, Littlemoss Road **to LITTLEMOSS HIGH SCHOOL**

ROUTE DESCRIPTION: FROM Littlemoss High School via Lumb Lane, Littlemoss Road, Moorside Street, Market Street, Medlock Street, Sunnyside Road, Greenside Lane, Manor Road, Davenport Street, Ashton New Road, Merrill Street, Great Ancoats Street, Oldham Street **to MANCHESTER CITY CENTRE (230,234)**

LITTLEMOSS – SUNNYSIDE ROAD – DROYLSDEN – GORTON – Service 168 / BELLE VUE – (SOUTHERN CEMETERY / CHORLTON) 169

GMPTE Contract Number:	*	GMPTE Contract Number:	*
Minimum Capacity:		Minimum Capacity:	
Operator Code:	SM	Operator Code:	SM
Service Number:	169	Service Number:	168
Belle Vue, Rail Station	0754	LITTLEMOSS (opp High School)	1451
Gorton, Shopping Centre	0758	Droylsden, Sunnyside Road	1457
Higher Openshaw, Half Way House	0806	Droylsden, Clock House Avenue	1500
Droylsden, Manchester Road	0812	Droylsden, Manchester Road	1508
Droylsden, Sunnyside Road	0818	Higher Openshaw, Half Way House	1514
Littlemoss High School	0823	Gorton, Shopping Centre	1522
		Belle Vue, Rail Station	1527

**This journey commences from Southern Cemetery at 0718 Chorlton, via Levenshulme.*

**This journey continues to*

ROUTE DESCRIPTION 169: FROM Belle Vue Rail Station via, Hyde Road, Thornbury Way, Garratt Way, Cross lane, Abbey Hey Lane, Jetson Street, Capital Road, Ashton Old Road, Fairfield Road, Greenside Lane, Sunnyside Road, Metlock Street, Moorside Street, Littlemoss Road **to LITTLEMOSS HIGH SCHOOL**

ROUTE DESCRIPTION FROM 168: Littlemoss High School via Lumb Lane, Littlemoss Road, Moorside Street, Medlock Street, Sunnyside Road, Clock House Avenue, Greenside Lane, Market Street, Fairfield Road, Ashton Old Road, Capital Road, Jetson Street, Abbey Hey Lane, Cross Lane, Garratt Way, Hyde Road **to BELLE VUE, Rail Station.**

LONGDENDALE HIGH SCHOOL, Hollingworth (0830 to 1515)

ASHTON - STALYBRIDGE – HOLLINGWORTH – LONGDENDALE HIGH SCHOOL Services 236

GMPTE Contract Number:	0282	*	GMPTE Contract Number:	0299	0264
Minimum Capacity:	70		Minimum Capacity:	57	70
Operator Code:	SM	SM	Operator Code:	FM	SM
Service Number:	836	237	Service Number:	236	836
ASHTON, Bus Station	---	0741	LONGDENDALE HIGH SCHOOL	1526	1525
STALYBRIDGE, Bus Station	0750	0753	Hollingworth, Gun Inn	1527	1528
Hollingworth, Gun Inn	0810	0809	STALYBRIDGE, Bus Station	1543	1544
LONGDENDALE HIGH SCHOOL	0812	----	ASHTON, Bus Station	1552	----

SERVICES 237: From ASHTON BUS STATION via Wellington Road, Penny Meadow, Beaufort Road, Stamford Square, Stamford Street, Rassbottom Street, Market Street, STALYBRIDGE, BUS STATION, Waterloo Road, Trinity Street, Armentieres Square, Trinity Street, Acres Lane, Mottram Road, Roe Cross Road, Stalybridge Road, Mottram Moor, Market Street, Spring Street to LONGDENDALE HIGH SCHOOL. **SERVICE 236** FROM LONGDENDALE HS via Spring Street, Market Street, Mottram Moor, Stalybridge Road, Roe Cross Road, Mottram Road, Corporation Street, Trinity Street, Market Street, Stalybridge Bus Station, Waterloo Road, Rassbottom Street, Stamford Street, Stamford Square, Beaufort Road, Crickets Lane, Penny Meadow, Wellington Road to ASHTON Bus Station. **SERVICE 836** FROM STALYBRIDGE BUS STATION via Waterloo Road, Trinity Street, Acres Street, Mottram Road, Stocks Lane, Mottram Old Road, Stalyhill Drive, Mottram Old Road, Roe Cross Road, Back Moor, Mottram Moor, Market Street, Spring Street to LONGDENDALE HIGH SCHOOL. RETURNS via the reverse of above route

GAMESLEY – BROADBOTTOM – MOTTRAM – LONGDENDALE HIGH SCHOOL Service 842

GMPTE Contract Number:	0265	GMPTE Contract Number:	0265
Minimum Capacity:	70	Minimum Capacity:	70
Operator Code:	SM	Operator Code:	SM
GAMESLEY, Glossop Rd/Melandra Castle Rd	0740	LONGDENDALE HIGH SCHOOL	1525
Charlesworth, George and Dragon	0744	Mottram Junction	1527
Broadbottom Station	0750	Broadbottom Station	1534
Mottram Junction	0759	Charlesworth, George and Dragon	1540
LONGDENDALE HIGH SCHOOL	0803	GAMESLEY, Glossop Rd/Melandra Castle Rd	1543

SERVICE 842: From GAMESLEY, Glossop Road/Melandra Castle Road via Glossop Road, Long Lane, Lower Market Street, Market Street, Mottram Road, Broadbottom Road, Market Street, Mottram Moor, Market Street, Spring Street to LONGDENDALE HIGH SCHOOL. RETURNS via the reverse of above route.

NEWTON – HYDE – HATTERSLEY – LONGDENDALE HIGH SCHOOL Services 859, 861 & 869

GMPTE Contract Number:	0470	0261	0299	GMPTE Contract Number:	0470	0363	0365
Minimum Capacity:	87	70	57	Minimum Capacity:	87	57	70
Operator Code:	SM	SM	FM	Operator Code:	SM	SM	SM
Service Number:	859	859	861	Service Number:	859	869	861
HYDE, MARKET	0740	---		LONGDENDALE HS	1525	1525	1526
DOWSON RD/GROSVENOR ST	---	0750	----	John Kennedy Road	1530	1530	----
Gee Cross, Grapes Hotel	0745	0755	----	Hattersley, Station	----	1537	----
Hattersley, Chapman Arms	0749	0759	----	Godley, Arches	----	----	1536
Newton, Cheshire Cheese	---	----	0740	Newton, Bay Horse	----	----	1543
Newton Bay Horse	---	----	0744	Newton, Cheshire Cheese	----	----	1546
Godley, Arches	---	----	0753	Hattersley, Chapman Arms	1536	1542	----
John Kennedy Road	0756	0806	----	Gee Cross, Grapes Hotel	1542	1548	----
LONGDENDALE HS	0806	0816	0805	Dowson Rd/Grosvenor St	1544	1550	----

SERVICE 859: From HYDE, MARKET via Market Street, Dowson Road, Stockport Road, Mottram Old Road, Stockport Road, Clough End Road, Beaufort Road, Hattersley Road East, Underwood Road, Ashworth Lane, John Kennedy Road, Hyde Road, Mottram Moor, Market Street, Spring Street to LONGDENDALE HIGH SCHOOL. RETURNS via reverse of above route to Dowson Road then Market Street to HYDE, MARKET.

SERVICE 861: From NEWTON, CHESHIRE CHEESE via Talbot Road, Victoria Street, Commercial Brow, Halton Street, High Street, Sheffield Road, Mottram Road, Hyde Road, Mottram Moor, Market Street, Spring Street to LONGDENDALE HIGH SCHOOL. RETURNS via the reverse of the above route.

SERVICE 869: From LONGDENDALE HIGH SCHOOL via Spring Street, Market Street, Mottram Moor, Hyde Road, John Kennedy Road, Ashworth Lane, Underwood Road, Hattersley Road West, Chapman Road, Stockport Road, Clough End Road, Stockport Road, Mottram Old Road, Stockport Road, Dowson Road Market Street to HYDE MARKET.

LONGDENDALE HIGH SCHOOL, Hollingworth (Continued)

YELLOW SCHOOL BUS

SERVICE Y85: FOR USE BY YELLOW SCHOOL BUS PASS HOLDERS ONLY

<i>HYDE – HATTERSLEY – LONGDENDALE SCHOOL</i>		Service Y85
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GMPTE Contract Number:	5021	GMPTE Contract Number:	5021
Minimum Capacity:	67	Minimum Capacity:	67
Operator Code:	SM	Operator Code:	SM
HYDE, Discount Giant	0755	LONGDENDALE HIGH SCHOOL	1525
Godley, Walls Works	0759	Hollingworth, Gun Inn	1527
Hattersley, Station	0802	Hattersley, John Kennedy Road	1530
Hattersley, John Kennedy Road	0808	Hattersley, Station	1538
Hollingworth, Gun Inn	0813	Godley, Walls Works	1541
LONGDENDALE HIGH SCHOOL	0815	HYDE, Discount Giant	1545

SERVICE Y85: From HYDE, Discount Giant via Fernally Street, Mottram Road, Hattersley Road West, Hattersley Road East, Underwood Road, Ashworth Lane, John Kennedy Road, Hyde Road, Mottram Moor, Market Street, Spring Street to LONGDENDALE HIGH SCHOOL. RETURNS via reverse of above route to HYDE, Discount Giant

MOSSLEY HOLLINS HIGH SCHOOL (0845 to 1510, 1415 Weds)

HYDE – STALYBRIDGE - MOSSLEY HOLLINS	Service 343
MOSSLEY HOLLINS – BRUSHES – STALYBRIDGE – ASHTON	Service 232
RIDGE HILL – STALYBRIDGE - MOSSLEY HOLLINS HIGH SCHOOL	Service 870

GMPTE Contract Number:	*	*	GMPTE Contract Number:	*	*	*	0072
Minimum Capacity:			Minimum Capacity:				85
Operator Code:	MAY	SPL	Operator Code:	MAY	SPL	SPL	SM
Service Number:	870	343	Service Number:	232	343	343	343
				NW	NW	WO	WO
ASHTON, BUS STATION	----	----	MOSSLEY HOLLINS HS	1535	1523	1423	1425
Hyde, Greenfield Street	----	0735	Buckton Vale Road	1538	1527	1427	1429
Mossley Road/Darnton Road	0750	----	Millbrook	1542	1532	1432	1433
RIDGE HILL ESTATE	0752	----	Brushes Estate	1546	---	---	---
Stalybridge Bus Station	0802	0751	STALYBRIDGE, Bus Station	1554	1542	1442	1439
Copley High School	0810	0755	ASHTON, Bus Station	1605	---	---	---
Millbrook	0812	0759					
Buckton Vale Road	0814	0803					
MOSSLEY HOLLINS HIGH SCHOOL	0820	0808					

WO – Wednesdays Only. NW – Not Wednesdays

SERVICE 232: From MOSSLEY HOLLINS HIGH SCHOOL via Huddersfield Road, Brushes Road, Poplars Road, Elm Road, Brushes Road, Huddersfield Road, Mottram Road, Acres Lane, Trinity Street, Armentieres Square, Trinity Street, Market Street, Stalybridge Bus Station, Waterloo Road, Rassbottom Street, Stamford Street, Stamford Square, Park Parade, Arlington Way, Penny Meadow, Wellington Road to ASHTON, BUS STATION.

SERVICE 343: From HYDE, BUS STATION via Manchester Road, Clark Way, Newton Street, Old Road, Bennett Street, Ashton Road, Birch Lane, Oxford Road, High Street, Trinity Street, Waterloo Road, Stalybridge Bus Station, Waterloo Road, Trinity Street, Armentieres Square, Trinity Street, High Street, Acres Lane, Mottram Road, Huddersfield Road, Buckton Vale Road to junction with South View, Buckton Vale Road, Huddersfield Road for MOSSLEY HOLLINS HIGH SCHOOL.

RETURNS From MOSSLEY HOLLINS H/S, Huddersfield Road, Buckton Vale Road, Carbrook Road, Castle Lane, South View, Buckton Vale Road, Huddersfield Road, Mottram Road, Acres Lane, High Street, Trinity Street, Waterloo Road, Market St to STALYBRIDGE B/S

SERVICE 870: From MOSSLEY ROAD/DARNTON ROAD via Darnton Road, Springs Lane, Ridge Hill Lane, Church Walk, St. Georges Street, Ridge Hill Lane, Stamford Street, Rassbottom Street, Market Street, Stalybridge Bus Station, Waterloo Road, Portland Place, Mottram Road, Huddersfield Road for MOSSLEY HOLLINS HIGH SCHOOL.

ASHTON – MOSSLEY - MOSSLEY HOLLINS HIGH SCHOOL Service 350

GMPTE Contract Number:	*	*	GMPTE Contract Number:	*	*	*	*
Minimum Capacity:			Minimum Capacity:				
Operator Code:	FP	FP	Operator Code:	FP	FP	FP	FP
Service Number:	350	350	Service Number:	350	350	350	350
				NW	NW	WO	WO
ASHTON BUS STATION	0806	0816	MOSSLEY HOLLINS HIGH	1523	1533	1423	1433
Mossley, Brookbottom	0821	0831	Mossley, Brookbottom	1531	1541	1431	1441
MOSSLEY HOLLINS HIGH SCHOOL	0829	0839	ASHTON, Bus Station	1551	1601	1451	1501

ROUTE: FROM ASHTON BUS STATION via Wellington Road, Penny Meadow, Mossley Road, Fountain Street, Mossley Road, Stamford Street, Arundel Street, Stamford Road, Manchester Road, Stanhope Street, Egmont Street, Station Road, Winterford Road to JUNCTION WITH HUDDERSFIELD ROAD.

RETURNS via Huddersfield Road, Winterford Road, Station Road, Egmont Street, Manchester Road, Stamford Road, Stamford Street, Mossley Road, Fountain Street, Mossley Road, Penny Meadow, Wellington Street to ASHTON BUS STATION.

OLDHAM – LEES – MOSSLEY - MOSSLEY HOLLINS HIGH SCHOOL	Service 344/803
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GMPTE Contract Number:	*	0481	GMPTE Contract Number:	0463	0463
Minimum Capacity:		70	Minimum Capacity:	85	85
Operator Code:	SPL	FM	Operator Code:	SM	SM
Service Number:	344	803	Service Number:	803	803
				NW	WO
OLDHAM, Bus Station	0745	-	MOSSLEY HOLLINS HIGH SCHOOL	1520	1425
Lees, St John's (High Street)	0801	0806	Mossley Brookbottom	1527	1432
Mossley Brookbottom	0811	0816	Lees, County End	1539	1444
MOSSLEY HOLLINS HIGH SCHOOL	0825	0830	OLDHAM, Town Square	1553	1458

ROUTE: From OLDHAM, Bus Station via St Mary's Way, Lord Street, High Street, Yorkshire Street, Wallshaw Place, Bottom o'th'Moor, Huddersfield Road, Stamford Road, St John Street, High Street, Oldham Road, Coverhill Lane, Under Lane, Lees Road, Stamford Street, Arundel Street, Stamford Road, Manchester Road, Stanhope Street, Egmont Street, Station Road, Winterford Road to HUDDERSFIELD ROAD junction.
 RETURNS via Huddersfield Road, Winterford Road, Station Road, Egmont Street, Manchester Road, Stamford Road, Stamford Street, Waterton Lane, Arundel Street, Lees Road, Under Lane, Coverhill Road, Oldham Road, High Street, St John Street. Stamford Road, Huddersfield Road, Bottom o'th'Moor, Mumps, Union Street, Clegg Street, TOWN SQUARE.

SAMUEL LAYCOCK SCHOOL, Stalybridge (0915 to 1520)

YELLOW SCHOOL BUS

SERVICE Y77: FOR USE BY YELLOW SCHOOL BUS PASS HOLDERS ONLY

ASHTON – DUKINFIELD – DENTON – ASHTON –	Service Y77
SAMUEL LAYCOCK SCHOOL	

GMPTE Contract Number:	5020	GMPTE Contract Number:	5020
Minimum Capacity:	67	Minimum Capacity:	67
Operator Code:	SWA	Operator Code:	SWA
Montague Road/Derby Road	0755	SAMUEL LAYCOCK SCHOOL	1530
Dewsnap Lane	0800	Darnton Road/Mossley Road	1535
Cheetham Hill Road/Yew Tree Lane	0809	Queens Road/Hurst Cross	1539
Ashton Road/Cheshire Cheese	0812	Richmond Street/Knowle Avenue	1546
Market Street/The Last Orders	0815	Stockport Road/Oxford Park	1553
Mill Lane/Manor Road	0820	Stamford Road/Audenshaw School	1558
Two Trees Lane/Stockport Road	0824	Ashton Road/Dog and Partridge	1601
Stockport Road/Duke Street	0828	Stockport Road/Duke Street	1607
Ashton Road/Dog and Partridge	0834	Two Trees Lane/Stockport Road	1611
Stamford Road/Audenshaw School	0837	Mill Lane/Manor Road	1615
Stockport Road/Oxford Park	0842	Market Street/The Last Orders	1620
Richmond Street/Knowle Avenue	0849	Ashton Road/Cheshire Cheese	1623
Queens Road/Hurst Cross	0856	Cheetham Hill Road/Yew Tree Lane	1626
Darnton Road/Mossley Road	0900	Dewsnap Lane	1635
SAMUEL LAYCOCK SCHOOL	0905	Montague Road/Derby Road	1640

SERVICE Y77: From MONTAGUE ROAD/DERBY ROAD via Montague Road, Stamford Street East, Park Parade, Whitelands, Crescent Road, Foundary Street, Birch Lane, Yew Tree Lane, Cheetham Hill Road, Ashton Road, Clarendon Road, Clarendon Street, Clark Way, Fernally Street, Union Street, Market Street, Manchester Road, Mill Lane, Two Trees Lane, Stockport Road, Ashton Road, Denton Road, Stamford Road, Audenshaw Road, Stockport Road, William Street, Manchester Road, Margaret Street, Richmond Street, Knowle Avenue, Taunton Road, Oldham Road, Wishaw Lane, Wood Lane, Broadoak Road, Lees Road, Hurst Cross, Queens Road, Darnton Road, Springs Lane, Lake Road, Mereside to SAMUEL LAYCOCK SCHOOL. **RETURNS** via reverse of above to Richmond Street, Katherine Street, Margaret Street, Stockport Road, Audenshaw Road, then the reverse of above to Mill Lane, Read Street, Alfred Street, Manchester Road then via reverse of above to MONTAGUE ROAD/DERBY ROAD..

STAMFORD HIGH SCHOOL, Ashton (0825 to 1440)

DROYLSDEN – SMALLSHAW – HARTSHEAD - STAMFORD HIGH SCHOOL Services 232 & 734

GMPTE Contract Number:	*	GMPTE Contract Number:	0354
Minimum Capacity:		Minimum Capacity:	60
Operator Code:	MAY	Operator Code:	FM
Service Number:	232	Service Number:	734
	P		
DROYLSDEN, Edge Lane	0746	STAMFORD HIGH SCHOOL	1450
Droylsden Sunnyside Road	0752	Hurst Cross	1456
Littlemoss Road	0757	Hartshead, Lichfield Drive	1459
Taunton Road/Newmarket Road	0801	Broad oak Hotel	1504
Broad oak Hotel	0804	Taunton Road/Newmarket Road	1507
Hartshead, Lichfield Drive	0808	Droylsden, Littlemoss Road	1512
Hurst Cross	0811	DROYLSDEN, Fiveways	1516
STAMFORD HIGH SCHOOL	0818		

M: Departs from stop opposite the school on Mossley Road.

P: Journey operating to or from Manchester, Piccadilly.

SERVICE 232: From DROYLSDEN, Manchester Road/Edge Lane junction via Manor Road, Greenside Lane, Sunnyside Road, Medlock Street, Market Street, Moorside Street, Littlemoss Road, Lumb Lane, Newmarket Road, Wilshaw Lane, Wood Lane, Alt Road, St Albans Avenue, Lees Road, Queen's Road, Mossley Road to STAMFORD HIGH SCHOOL.

SERVICE 734: From STAMFORD HIGH SCHOOL via Mossley Road, Rose Hill Road, Kings Road, St. Albans Avenue, Alt Road, Wood Lane, Wilshaw Lane, Newmarket Road, Lumb Lane, Littlemoss Road, Moorside Street, Market Street, Greenside Lane to DROYLSDEN, FIVEWAYS

OLDHAM – ABBEY HILLS - STAMFORD HIGH SCHOOL Services 408 & 773

GMPTE Contract Number:	0389	GMPTE Contract Number:	*	0489
Minimum Capacity:	70	Minimum Capacity:		85
Operator Code:	FM	Operator Code:	FM	FM
Service Number:	773	Service Number:	408	773
OLDHAM, Bus Station	0743	STAMFORD HIGH SCHOOL	----	1450
Abbey Hills, Welcome Inn	0753	Queens's Road/Mossley Road	1524	----
Holts Estate	0755	Hurst Cross	1526	1452
STAMFORD HIGH SCHOOL	0810	Abbey Hills, Welcome Inn	1539	----
		Holts Estate	----	1502
		OLDHAM, Bus Station	1547	1515

ALL PASSENGERS USING SERVICE 773 ARE TO BE ISSUED WITH A BOARDING PASS.

SERVICE 408: From Queen's Road/Mossely Road via Queens Road, Broad oak Road, Alt Road, St Alban's Avenue, Lees Road, Abbeyhills Road, Park Road, King Street, West Street to OLDHAM BUS STATION.

SERVICE 773: From OLDHAM, Bus Station via West Street, King Street, Park Road, Abbey Hills Road, Lees New Road, Wildmoor Avenue (Clockwise), Lees New Road, Lees Road, Queens Road, Mossley Road to STAMFORD HIGH SCHOOL. RETURNS: from STAMFORD HIGH SCHOOL via Rose Hill Road, Kings Road, Lees Road, Lees New Road, Wildmoor Avenue (clockwise) Lees New Road, Lees Road, Park Road, King Street to OLDHAM WEST STREET.

STAMFORD HIGH SCHOOL, Ashton (continued) (0825 to 1440)

COPLEY - STAMFORD HIGH SCHOOL	Service 235
STAMFORD HIGH SCHOOL - COPLEY	Service 841

GMPT Contract Number:	*	GMPT Contract Number:	3749
Minimum Capacity:		Minimum Capacity:	80
Operator Code:	MAY	Operator Code:	MAY
Service Number:	235	Service Number:	841
HUDDERSFIELD ROAD/DESMESNE DR	0746	STAMFORD HIGH SCHOOL	1450
Millbrook, Post Office	0751	Mossley, Brookbottom	1455
Carrbrook, Buckton Castle	0755	Mossley, Cheshire Cheese	1500
Mossley Hollins School	0758	Mossley Hollins School	1504
Mossley, Cheshire Cheese	0802	Carrbrook, Buckton Castle	1508
Mossley, Brookbottom	0807	Millbrook, Post Office	1512
STAMFORD HIGH SCHOOL	0815	HUDDERSFIELD ROAD/DESMESNE DR	1515

SERVICE 235: From HUDDERSFIELD ROAD/DESMESNE DR via Huddersfield Road, Winterford Road, Station Road, Egmont Street, Manchester Road, Stamford Road, Stamford Street, Mossley Road to STAMFORD HIGH SCHOOL.
SERVICE 841: From STAMFORD HIGH SCHOOL via Mossley Road, Stamford Street, Arundel Street, Stamford Road, Manchester Road, Stanhope Street, Egmont Street, Station Road, Winterford Road, Huddersfield Road to HUDDERSFIELD ROAD/DESMESNE DRIVE.

ST. DAMIAN'S R.C. SCIENCE COLLEGE, Ashton (0900 to 1525)

CLAYTON – DROYLSDEN – ASHTON - ST. DAMIAN'S RC SCIENCE COLLEGE	Service 771
DROYLSDEN/ASHTON – ST DAMIAN'S RC SCIENCE COLLEGE	Services 845, 858, 863 & 864

GMPTE Contract Number:	0389 5683 0065 5682 5681 5689	GMPTE Contract Number:	5684 0065 5682 0287 0312
Minimum Capacity:	70 85 87 85 85 85	Minimum Capacity:	90 87 90 70 63
Operator Code:	MAY STO MAY MAY MAY	Operator Code:	MAY STO MAY SM BUY
Service Number:	863 864 771 845 847	Service Number:	845 864 771 858 863

FM
858

CLAYTON, Aniline	----	----	----	0823	----	----	ST DAMIAN'S SCIENCE COLL.	1530	1535	1530	1535	1530
Droylsden, Edge Lane	----	----	----	0826	----	----	Ashton, Bus Station	#	1545	1540	1548	1540
Lewis Road/Manor Road	----	----	0811	----	----	----	Ambleside Ave/Taunton Rd	1540	1553	----	1553	1548
DROYLSDEN, Fiveways	----	----	0815	----	----	----	Crowhill, Wordsworth Crescent	----	----	----	----	1551
DROYLSDEN, Pig On The Wall	----	----	0817	----	0825	----	Droylsden, Littlemoss Road	1542	1555	----	1557	----
MEDLOCK ST/CHAPPELL RD	----	----	----	----	----	0827	Market Street/Greenside Lane	1545	1557	1550	1603	1602
Greenside La/Sunnyside Rd	----	----	0818	----	0827	----	Droylsden, Fiveways	1547	1559	1554	----	1604
Droylsden, Fiveways	----	----	0822	----	0830	0830	Greenside La/Sunnyside Rd	1550	1603	----	----	----
Market Street/Greenside Lane	----	----	0823	----	0832	0832	DROYLSDEN, Pig On The Wall	1552	1604	----	----	----
Market Street/Ashton Road	----	0825	----	0833	----	----	DROYLSDEN, Fiveways	----	1607	----	----	----
Droylsden, Littlemoss Road	----	----	0825	----	#	----	DROYLSDEN, Clock House Ave	----	----	----	1612	----
Crowhill, Wordsworth Crescent	----	0840	----	----	----	----	Droylsden, Edge Lane	----	----	1559	----	----
Ambleside Ave/Taunton Rd	----	0843	----	----	----	----	CLAYTON, Ashall's Garage	----	----	1602	----	----
Ashton, Bus Station	0830	----	0835	0845	----	----						
ST. DAMIAN'S SCIENCE COLLEGE	0843	0855	0845	0855	0855	0855						

- LIMITED STOP: Service 845 does not stop between Moorside Street (Strawberry Gardens) & St Damian's.

SERVICE 771: From CLAYTON, Aniline via Ashton New Road, North Road, Lewis Road, Manor Road, Manchester Road, Margaret Street, Katherine Street, ASHTON BUS STATION, Wellington Road, Turner Lane, Alexandra Road, Henrietta Street, Broadoak Road, Alt Road, St Albans Avenue, Lees Road to ST. DAMIAN'S SCIENCE COLLEGE. RETURNS via Lees Road, Broadoak Road Henrietta Street, Wellington Road, Ashton Bus Station then via Water Street, Oldham Road, Katherine Street, Margaret Street, Stockport Road, William Street, Manchester Road, Lumb Lane, Droylsden Road, Ashton Road, Market Street, Greenside Lane, Manor Road, Lewis Road, North Road, Clayton Street, Ashton New Road to Ashall's Bus Garage.
SERVICE 845: From DROYLSDEN, PIG ON THE WALL via Greenside Lane, Sunnyside Road, Chappell Road, Greenside Lane, Market Street, Moorside Street, (Morning journey operates non stop from Strawberry Gardens) Littlemoss Road, Lumb Lane, Newmarket Road, Wilshaw Lane, Wood Lane, Alt Road, Saint Alban's Avenue, Lees Road to ST. DAMIAN'S SCIENCE COLLEGE. RETURNS via Lees Road, Broadoak Road, Wood Lane, Wilshaw Lane, Newmarket Road and the reverse of above route.
SERVICE 847: From DROYLSDEN, Medlock Street/Chappell Road via Chappell Road, Greenside Lane, Market Street, Moorside Street, Littlemoss Road, Lumb Lane, Newmarket Road, Wilshaw Lane, Wood Lane, Alt Road, Saint Alban's Avenue, Lees Road to ST. DAMIAN'S SCIENCE COLLEGE.
SERVICE 858: From ASHTON BUS STATION via Wellington Road, Turner Lane, Alexandra Road, Henrietta Street, Broadoak Road, Alt Road, St Alban's Avenue, Lees Road to ST DAMIAN'S RC & HARTSHEAD HIGH SCHOOLS. RETURNS: SERVICE 858B ST DAMIAN'S RC SCIENCE COLLEGE VIA Lees Road, Broadoak Road, Henrietta Street, Wellington Road, Ashton Bus Station, Wellington Road, Oldham Road, Taunton Road, Newmarket Road, Lumb Lane, Littlemoss Road, Moorside Street, Market Street, Greenside Lane, to DROYLSDEN, Clock House Avenue.
SERVICE 863: From DROYLSDEN, Market Street/Ashton Road via Droylsden Road, Manchester Road, Margaret Street, Katherine Street, Richmond Street, Wordsworth Crescent, Richmond Street, Knowle Avenue, Crowhill Road, Ambleside Avenue, Taunton Road, Oldham Road, Cranbourne Road, Vicarage Road, Wood Lane, Broadoak Road, Alt Road, St Albans Avenue, Lees Road to ST DAMIAN'S RC SCIENCE COLLEGE. RETURNS via Lees Road, Queens Road, Whiteacres Road, Crickets Lane, Penny Meadow, Wellington Road, Ashton Bus Station, Wellington Road, Oldham Road, Taunton Road, Ambleside Avenue, Crowhill Road, Knowle Avenue, Richmond Street, Wordsworth Crescent, Richmond Street, Katherine Street, Margaret Street, Chester Square, Stockport Road, William Street, Manchester Road, Lumb Lane, Droylsden Road, Ashton Road, Market Street, Greenside Lane, Manor Road to DROYLSDEN, Manor Road/Ash Road.
SERVICE 864: From CLAYTON, Lewis Road/Manor Road via Manor Road, Greenside Lane, Sunnyside Road, Chappell Road, Greenside Lane, Market Street, Moorside Street, Littlemoss Road, Lumb Lane, Newmarket Road, Taunton Road, Oldham Road,

Wellington Road, Ashton Bus Station, Wellington Road, Penny Meadow, Crickets Lane, Mossley Road, Queen's Road, Lees Road, Broadoak Road, Alt Road, St. Albans Avenue, Lees Road to ST. DAMIAN'S SCIENCE COLLEGE. RETURNS via Lees Road, Queens Road and reverse of above route to Ashton Bus Station then via Wellington Road, Oldham Road, Taunton Road, Newmarket Road and the reverse of the above route to Sunnyside Road then Greenside Lane to FIVEWAYS.

Currently under review

ST DAMIAN'S SCIENCE COLLEGE, Ashton (continued) (0900 to 1525)

MOSSLEY RD/DARNTON RD – RIDGE HILL – STALYBRIDGE – MOSSLEY - ST DAMIAN'S Service 870

GMPTE Contract Number:	*	GMPTE Contract Number:	5683
Minimum Capacity:		Minimum Capacity:	85
Operator Code:	MAY	Operator Code:	MAY
MOSSLEY RD/DARNTON RD	0750	ST DAMIAN'S SCIENCE COLLEGE	1531
Ridge Hill Estate	0752	Mossley, Brookbottom	1542
Stalybridge Bus Station	0802	Micklehurst, Top Winterford Road	1550
Copley High School	0810	Buckton Vale Road	1554
Millbrook	0812	Millbrook	1557
Buckton Vale Road	0814	STALYBRIDGE BUS STATION	1605
Mossley Hollins High School	0820		
Mossley, Brookbottom	0833		
ST. DAMIAN'S SCIENCE COLLEGE	0855		

SERVICE 870: From MOSSLEY ROAD/DARNTON ROAD via Darnton Road, Springs Lane, Ridge Hill Lane, Church Walk, St. Georges Street, Ridge Hill Lane, Stamford Street, Rassbottom Street, Market Street, Stalybridge Bus Station, Waterloo Road, Portland Place, Mottram Road, Huddersfield Road, Winterford Road, Station Road, Egmont Street, Manchester Road, Stamford Road, Stamford Street, Mossley Road, Rosehill Road, Kings Road, Lees Road, St Alban's Avenue for ST. DAMIAN'S SCIENCE COLLEGE.
 RETURNS via Lees Road, Kings Road, Rose Hill Road, Mossley Road, Stamford Street, Arundel Street, Stamford Road, Manchester Road, Stanhope Street, Egmont Street then via reverse of above route to Portland Place, Corporation Street, Trinity Street and Market Street to STALYBRIDGE BUS STATION.

OLDHAM – ST DAMIAN'S SCIENCE COLLEGE Service 774

GMPTE Contract Number:	0404	GMPTE Contract Number:	0404
Minimum Capacity:	85	Minimum Capacity:	85
Operator Code:	SM	Operator Code:	SM
Service Number:	774	Service Number:	774
OLDHAM, Bus Station	0815	ST. DAMIAN'S SCIENCE COLLEGE	1530
Abbey Hills, Welcome Inn	0830	Holts Estate	1540
Holts Estate	0835	Abbey Hills, Welcome Inn	1545
ST. DAMIAN'S SCIENCE COLLEGE	0840	OLDHAM, Town Square	1558
		OLDHAM, Bus Station	1602

SERVICE 774: From OLDHAM, Bus Station via Cheapside, St. Mary's Way, Lord Street, High Street, Greaves Street, Union Street, Southgate Street, Rhodes Bank, Waterloo Street, Glodwick Road, Abbey Hills Road, Whitby Road, Furness Avenue, Alt Lane, Abbey Hills Road, Lees New Road, Wildmoor Avenue, Lees New Road and Lees Road to ST. DAMIAN'S SCIENCE COLLEGE
 RETURNS via Lees Road, St. Christopher's Road, Nook Lane, Lees Road, Lees New Road, Wildmoor Avenue, Lees New Road, Abbey Hills Road, Alt Lane, Furness Avenue, Whitby Road, Abbeyhills Road, Glodwick Road, Waterloo Street, Union Street, Clegg Street, Town Square Bus Station, Yorkshire Street, St Mary's Way, Cheapside, West Street turning circle to OLDHAM, Bus Station.

ST. THOMAS MORE HIGH SCHOOL, Denton (0845 to 1515)

DANE BANK – ST THOMAS MORE HIGH SCHOOL Service 790

GMPTE Contract Number:	5684	GMPTE Contract Number:	0282
Minimum Capacity:	90	Minimum Capacity:	70
Operator Code:	MAY	Operator Code:	SM
			790
REDDISH, Bulls Head	0810	ST. THOMAS MORE HIGH SCHOOL	1525
DANE BANK, Balmoral Drive	0815	Windsor Road/opp. Anson Road	1537
Richmond Road	0816	Windmill Lane Shops	1538
Windmill Lane Shops	0817	Dane Road	1539
Dane Road	0818	DEBDALE PARK, Hyde Road/Reddish Lane	1544
Windsor Road/Dane Road	0819	REDDISH, Bulls Head	1547
Windsor Road/Anson Road	0820		
ST THOMAS MORE HIGH SCHOOL	0835		

SERVICE 790: From REDDISH, BULLS HEAD VIA Gorton Lane, Reddish Lane, Hyde Road, Balmoral Drive, Richmond Road, Windsor Road, Windmill Lane, Kent Road, Dane Road, Windsor Road, Hulme Road, Manchester Road, Manchester Road North, Seymour Street, Manchester Road, Acre Street, Town Lane to ST. THOMAS MORE HIGH SCHOOL. **RETURNS:** via Town Lane, City Avenue, Ruby Street, Manchester Road, Manchester Road South, Manchester Road, Hulme Road, Windsor Road, Windmill Lane, Kent Road, Dane Road, Windsor Road, Ash Road, Manchester Road, Hyde Road, Reddish Lane, Gorton Lane to REDDISH, Bulls Head.

Service 790 operates as a Yellow School Bus Concept

ST. THOMAS MORE HIGH SCHOOL – HIGHER OPENSHAW Services 219 & 792

GMPTE Contract Number:	5686 0239	GMPTE Contract Number:	* 0400
Minimum Capacity:	70 49	Minimum Capacity:	70
Operator Code:	MAY FM	Operator Code:	SM FM
Service Number:	792 792	Service Number:	219 219
ALAN TURING WAY/Ashton Old Road	0804 ---	ST. THOMAS MORE HIGH SCHOOL	1525 1530
Higher Openshaw, Fairfield Avenue	0810 ---	Guide Bridge	1537 1542
Audenshaw, Trough	0818 0818	HR OPENSHAW, Fairfield Avenue	1542 1547
Guide Bridge	0825 0825		
ST. THOMAS MORE HIGH SCHOOL	0835 0835		

SERVICE 219: From ST. THOMAS MORE HIGH SCHOOL VIA Town Lane, City Avenue, Ruby Street, Manchester Road, Seymour Street, Taylor Lane, Corporation Road, Stamford Road, Guide Lane, Audenshaw Road, Manchester Road, then continues to MANCHESTER, Piccadilly.

SERVICE 792 (MAY journey): From OPENSHAW, Alan Turing Way/Ashton Old Road via Ashton Old Road, Manchester Road, Audenshaw Road, Guide Lane, Denton Road, Ashton Road, Stockport Road, Town Lane to ST. THOMAS MORE HIGH SCHOOL.

SERVICE 792 (STO journey): From OPENSHAW, Alan Turing Way/Ashton Old Road via Ashton Old Road, Manchester Road, Audenshaw Road, Guide Lane, Denton Road, Ashton Road, Egerton Street, Corporation Road, Taylor Lane, Seymour Street, Manchester Road, Acre Street, Town Lane to ST. THOMAS MORE HIGH SCHOOL.

YELLOW SCHOOL BUS

SERVICE Y80: FOR USE BY YELLOW SCHOOL BUS PASS HOLDERS ONLY

SOUTH REDDISH - ST THOMAS MORE HIGH SCHOOL Service Y80

GMPTE Contract Number:	5014	GMPTE Contract Number:	5014
Minimum Capacity:	67	Minimum Capacity:	67
Operator Code:	BEV	Operator Code:	BEV
SOUTH REDDISH, Reddish Rd/Newark Rd	0815	ST. THOMAS MORE HIGH SCHOOL	1525
Reddish Road/Greg Street	0816	Manchester Road/Hulme Road	1536
Gorton Road/Priory Lane	0817	Hyde Road/Delahays Range	1537
Gorton Road/Lilian Grove	0818	Hyde Road/Highfield Range	1538
Gorton Road/Longford Road	0819	Reddish Lane/Debdale Lane	1539
Gorton Road/Brighton Avenue	0820	Gorton Road/Oswald Street	1540
Gorton Road/Beresford Crescent	0821	Gorton Road/opp. Station Road	1541

Hyde Road/opp. Debdale Avenue	0822	Gorton Road/Longford Road	1542
Hyde Road/Clumber Road	0823	Gorton Road/Melbourne Road	1543
Hyde Road/Kingsdale Road	0824	Gorton Road/Westbourne Grove	1544
Manchester Road/opp. Hulme Road	0825	Reddish Lane/opp. Greg Street	1545
ST THOMAS MORE HIGH SCHOOL	0835	SOUTH REDDISH, Reddish Road (Carousel)	1546

SERVICE Y80: From SOUTH REDDISH, Reddish Road/Newark Road via Reddish Road, Gorton Road, Reddish Lane, Hyde Road, Manchester Road, Manchester Road North, Seymour Street, Manchester Road, Acre Street, Town Lane to ST. THOMAS MORE HIGH SCHOOL. **RETURNS** via Town Lane, City Avenue, Ruby Street, Manchester Road, Manchester Road South, Manchester Road, Hyde Road, Reddish Lane, Gorton Road, Reddish Road to SOUTH REDDISH, Reddish Road/Mayfield Grove (Carousel).

TWO TREES COMMUNITY HIGH SCHOOL, Denton (0825 to 1500)

HYDE – HAUGHTON GREEN *for Two Trees Community High School* SERVICE 204

<i>GMPTE Contract Number:</i>	*	<i>GMPTE Contract Number:</i>	*
<i>Minimum Capacity:</i>		<i>Minimum Capacity:</i>	
<i>Operator Code:</i>	SM	<i>Operator Code:</i>	SM
HYDE, Bus Station	0800	MILL LANE <i>for Two Trees School</i>	1522
MILL LANE <i>for Two Trees School</i>	0809	HYDE, Bus Station	1531

SERVICE 204: **FROM** Hyde Bus Station, Manchester Road, Mill Lane, *for Two Trees Community High School*.
RETURNS via reverse of the above route

WEST HILL HIGH SCHOOL, Stalybridge (0845 to 1505)

ASHTON – SMALLSHAW – HARTSHEAD – HURST CROSS - WEST HILL HIGH SCHOOL	Service 843
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GMPT Contract Number:	0400	
Minimum Capacity:	70	
Operator Code:	FM	
ASHTON, Bus Station	0815	
Smallshaw, Gambrel Bank Road	0825	
Hartshead, Exeter Drive	0830	
Hurst Cross	0835	
WEST HILL HIGH SCHOOL	0843	

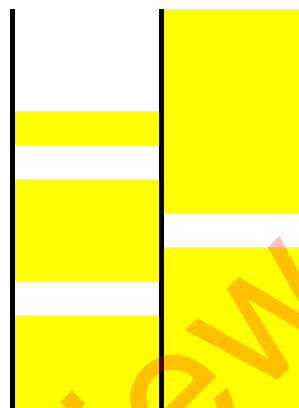
SERVICE 843: From ASHTON, BUS STATION via Wellington Road, Turner Lane, Lordsfield Avenue, Cranbourne Road, Vicarage Road, Wilshaw Lane, Wood Lane, Alt Road, St. Albans Avenue, Lees Road, Queens Road, Montague Road, Stamford Square, Stamford Road to WEST HILL HIGH SCHOOL.

APPENDIX E

Schools in Tameside that provide Pedestrian and Cycle Safety and Proficiency Training

School Name	Kerbcraft	Bikeright
Arlies Primary School		
Arundale Primary School		
Ashton West End Primary School		
Audenshaw Primary School		
Bradley Green Community Primary School		
Broadbottom Church of England Primary School		
Broad oak Primary School		
Buckton Vale Primary School		
Canon Burrows CofE Primary School		
Canon Johnson CofE Primary School		
Clarendon Fields Primary School		
Corrie Primary School		
Dane Bank Primary School		
Denton West End Primary School		
Dowson Primary School		
Fairfield Road Primary School		
Flowery Field Primary School		
Gee Cross Holy Trinity CofE Primary School		
Globe Lane Primary School		
Godley Community Primary School		
Greenfield Primary School and Early Years Centre		
Greenside Primary School and Children's Centre		
Greswell Primary School and Nursery		
Holden Clough Community Primary School		
Hollingworth Primary School		
Holy Trinity CofE Primary School		
Hurst Knoll St James' Church of England Primary School		
Leigh Primary School		
Linden Road Primary School and Hearing Impaired Resource Base		
Littlemoss High School for Boys		
Lyndhurst Community Primary School		
Manchester Road Primary School		
Manor Green Primary and Nursery School		
Millbrook Primary School		
Moorside Primary School		
Mottram CofE Primary School		
Oakfield Primary and Moderate Learning Difficulties Resource Base		
Our Lady of Mount Carmel RC Primary School, Ashton-under-Lyne		
Parochial CofE Primary and Nursery School, Ashton-under-Lyne		
Pinfold Primary School		
Poplar Street Primary School		
Ridge Hill Primary School and Nursery		
Rosehill Methodist Community Primary School		
Russell Scott Primary School		
St Anne's Primary School		
St Anne's RC Primary School		
St Christopher's RC Primary School		
St George's CofE Primary School, Hyde		
St George's CofE Primary School		
St James Catholic Primary School		
St James CofE Primary School, Ashton-under-Lyne		
St John Fisher RC Primary School, Denton		

St John's CofE Primary School, Dukinfield		
St Joseph's RC Primary School		
St Paul's CofE Primary School, Stalybridge		
St Peter's Catholic Primary School		
St Raphael's Catholic Primary School		
St Stephen's CofE Primary School		
St Stephen's RC Primary School		
The Heys Primary School		
West Hill School		
Wild Bank Community School		
Yew Tree Community Primary School, Acorn Nursery and MLD Resource Base		



Currently under review