

SCHOOL TRAVEL PLAN

Aspris Children's Services

Ellice Way, Wrexham

May 2023

School Travel Plan

Report control

Document: School Travel Plan

Project: Ellice Way, Wrexham

Client: Aspris Children's Services

Job number: 237392

File origin: Y:\Projects\230000\237392 - Yale Business Village, Ellice Way, Wrexham\Technical\A - Deliverable \Documents\237392-Travel Plan-V1.docx

Document checking

Primary Author: Isabelle Nother Initialled: IN

Contributor: James Hiscocks Initialled: JRH

Review by: Jack Clarke-Williams Initialled: JCW

Issue	Date	Status	Checked for issue
1	10.05.23	Issue	JCW

Contents

1	Introduction	1
2	Background Information and Site Assessment.....	3
3	Objectives and Targets	9
4	School Travel Plan Co-ordination	11
5	Measures and Initiatives	13
6	Monitoring and Review	16
7	Action Plan	17

Appendices

Appendix A	–	Site Layout Plan
------------	---	------------------

1 Introduction

- 1.1 This School Travel Plan (STP) has been produced by Vectos on behalf of Aspris Children's Services to accompany a planning application for the change in use of an office (Class B1) to a specialist education setting to meet the needs of students with complex learning needs. A site layout plan is provided at **Appendix A**.
- 1.2 The proposals include the change in use of the existing office space (Class E) to a Special Education Needs (SEN) day education school for students with social, emotional and mental health needs and/or autistic spectrum conditions (ASC) and associated conditions. The school will have the capacity for up to 50 pupils between the ages of 16-25, and 32 staff. The school have also proposed to add an ancillary student training kitchen/café.
- 1.3 A Transport Statement (TS) for the SEN school, which considers the impact of the development on the local transport network has also been submitted for this application and should be read in conjunction with this STP.
- 1.4 The Wrexham County Borough Council outlines that suitable transport arrangements will be made for children with SEN, with the provision of free transport to the school upon referral from the Council's Education ALN/Inclusion Section.

Aim of the Travel Plan

- 1.5 This STP sets out potential measures which could be adopted by the school to ensure that the aims of the STP can be achieved from the outset.
- 1.6 This STP has therefore been produced to inform staff, pupils and parents on suitable sustainable modes of travel in an attempt to create a modal shift away from the private car.
- 1.7 It should be noted that due to the SEN status of the school, there will be an inherent need to prioritise safeguarding of pupils above the desire for a modal shift to sustainable travel. Therefore, it is considered that whilst the principals of this STP will be adopted insofar as possible for pupils, the associated targets set should only be aspirational, rather than a requirement. The focus of the STP will be upon staff and visitors, where there is more potential to influence travel habits.
- 1.8 It should be noted that the cohort of children who would be attending the school would be those with special educational needs rather than having physical disabilities.
- 1.9 Following this introduction, this STP is split into the following sections:
 - **Section 2 - Background Information and Site Assessment:** site accessibility appraisal by all modes of transport;
 - **Section 3 - Development Proposals and Parking:** describes the proposed development, access arrangements and parking;
 - **Section 4 - Objectives and Targets:** the objectives and targets of the STP;

- **Section 5 - STP Co-ordination:** sets out how the STP will be implemented;
- **Section 6 - Measures and Initiatives:** a suite of measures to support the transport strategy;
- **Section 7 - Monitoring and Review:** post-occupational practice to promote sustainable travel and programme for delivering the measures; and
- **Section 8 - Action Plan:** a table containing the timescales and Action Plan.

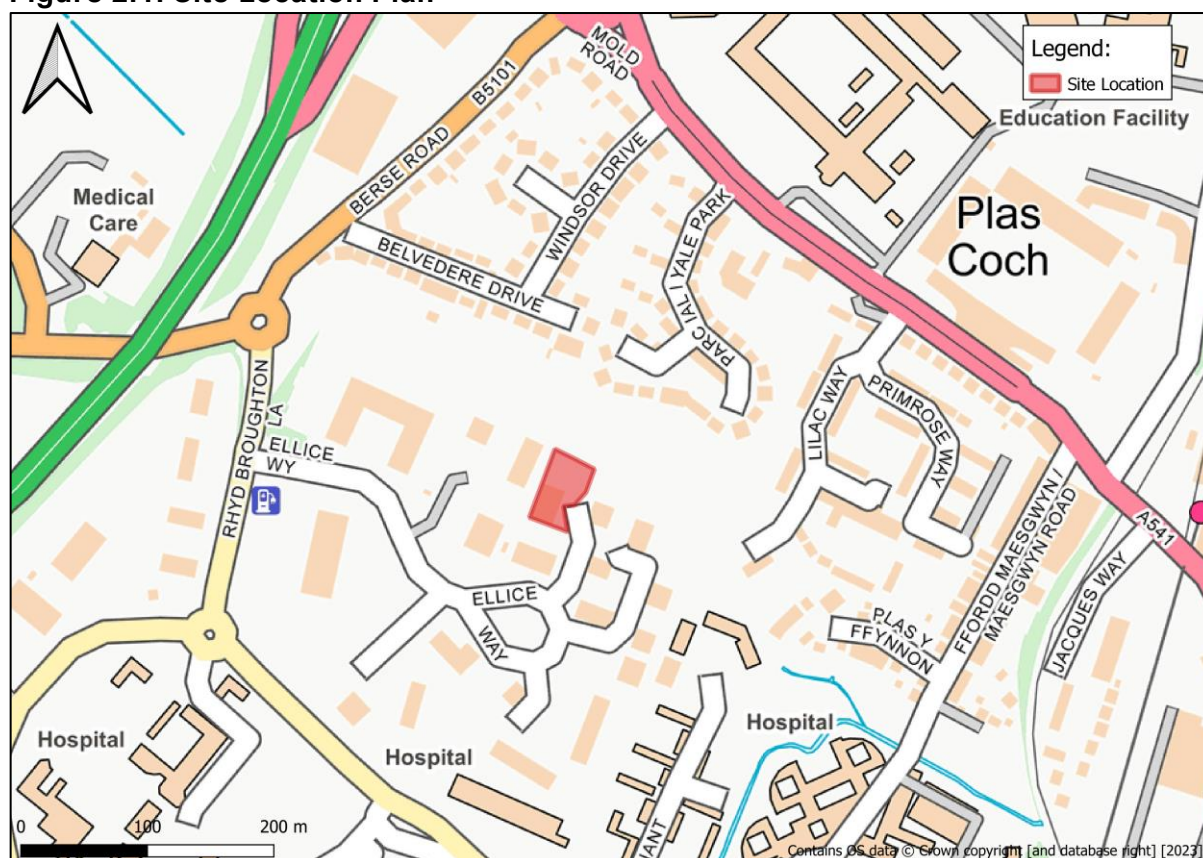
2 Background Information and Site Assessment

2.1 This section considers the existing conditions at the site, and the surrounding transport network.

Site Location

2.2 The site is located at the Yale Business Village (also referred to as the Wrexham Technology Park), approximately 1km west of Wrexham Town Centre. The nearest bus stops are located on Rhyd Broughton Lane approximately 400m west of the site. **Figure 2.1** shows the site location.

Figure 2.1: Site Location Plan



2.3 The application site, located to the north of Ellice Way, comprises Unit G and its associated land and parking. The site is located within an employment park located off the A483. The site can be accessed via a single-lane road off Ellice Way, offering both vehicular and pedestrian access to the building and carpark. The site application is bounded by green space to the north, and to the east, south and west by Wrexham Technology Park.

Local Highway Network

Access Road (off Ellice Way)

2.4 The site is accessed via an approximately 100m long road that forms a priority junction with the northern side of Ellice Way. The road has footways along both the east and west sides of the road, and there is streetlighting present. The road features dropped kerbs and uncontrolled crossings with

tactile paving at various intervals. This road provides the sole vehicular access to the site and the adjoining carpark.

Ellice Way

- 2.5 Ellice Way is accessed via a priority junction with Rhyd Broughton Lane and serves Wrexham Technology Park. It is a two-way single-carriageway with a circular centre island in the eastern part of the Technology Park. It features continuous footways and streetlighting along the northern side of the road. Ellice Way connects to Rhyd Broughton Lane, Berse Road and then to the A483 to the north-west of the site.

Rhyd Broughton Lane

- 2.6 Rhyd Broughton Lane is a two-way carriageway with onward links to the north, providing access to the A483. To the southern extent of the road is a roundabout which provides access to Wrexham Maelor Hospital. Rhyd Broughton Lane features footways and continuous streetlighting along the entirety of the east and west sides of the road. To the immediate north of its junction with Ellice Way, there is an uncontrolled pedestrian crossing which benefits from dropped kerbs, tactile paving, and a pedestrian refuge island.

A483

- 2.7 The A483 is a two-way carriageway trunk road located approximately 1.5km west of the site. It provides a link to the Strategic Highway Network (A5). The road is subject to a 50mph speed limit between Junction 5 (Mold Road Interchange) and Junction 6 (Gresford Interchange). The A438 enables direct access to nearby locations including Chester, Oswestry and Newtown.

Accessibility by Foot and Cycle

- 2.8 There is a wide range of opportunities for active travel with pedestrian and cycle links to Wrexham Town Centre and to the surrounding residential areas to the north. Approximately 30m north of the site is a shared walking and cycling route that provides a direct off-road access route towards the residential properties to the north, and to Wrexham Town Centre to the northeast.
- 2.9 The site is in a highly accessible location, with bus stops located within an approximately 400m walking distance to the west and approximately 700m to the south, both of which provide frequent services to Wrexham Town Centre and residential areas.
- 2.10 The closest bus stop, Old Wrexham Tax Office, is located along the eastern side of Rhyd Broughton, approximately 400m west of the site. The northbound stop is located opposite on the western side of the road. Both bus stops can be easily reached via footways, that feature uncontrolled crossings with tactile paving. At the priority junction between Ellice Way and Rhyd Broughton Lane, there is a pedestrian crossing with a central refuge and tactile paving.

Public Transport

Bus

- 2.11 As noted, the closest bus stop to the site is located approximately 400m west. It benefits from a shelter, bench seating, timetable information and raised kerbs to provide safe access when boarding or alighting the bus. The adjacent bus stop on the opposite side of the road also has a shelter and raised kerbs. It offers access to nine services, with the most regular being Service 11 and Service 12. A summary of the services accessible from the bus stops on Rhyd Broughton Lane is provided in **Table 2.1**.

Table 2.1: Local Bus Services and Frequencies

Operator	No	Route	Average Weekday Number of Services (buses/hour)		
			AM Peak	Inter-Peak	PM Peak
Arriva	11	Wrexham –New Broughton–Coedpoeth–Minera	2 per Hour	2 per Hour	3 Services
		Minera–Coedpoeth–New Broughton– Wrexham	2 per Hour	2 per Hour	2 per Hour
	12	Wrexham –New Broughton–Pentre Broughton–Brymbo	2 per Hour	2 per Hour	1 per Hour
		Brymbo–Pentre Broughton–New Broughton– Wrexham	2 per Hour	2 per Hour	1 per Hour
	14	Wrexham –New Broughton–Tanyfron–Brymbo	1 per Hour	1 per Hour	2 Services
		Brymbo–Tanyfron–New Broughton– Wrexham	1 per Hour	1 per Hour	2 Services
	21H	Wrexham –Gwersyllt–Summer Hill–Gwersyllt– Wrexham	2 per Hour	2 per Hour	2 per Hour
ACYM	27	Wrexham –Sydallt–Pontblyddyn–Leeswood–Mold	1 per Hour	1 per Hour	2 Services
		Mold–Leeswood–Caergwrle–Sydallt– Wrexham	1 per Hour	1 per Hour	1 per Hour
M&H Coaches	29	Wrexham –Caergwrle–Buckley–Mold	1 Service	3 Services	1 Service
		Mold–Buckley–Caergwrle– Wrexham	1 Service	3 Services	1 Service
Arriva Cymru	X51	Wrexham –Minera–Llandegla–Ruthin–Denbigh	1 Service	1 every two Hours	2 Services
		Denbigh–Ruthin–Llandegla–Minera– Wrexham	1 Service	1 every two Hours	2 Services

- 2.12 **Table 3.1** shows that the site has access to frequent bus services, including half-hourly services between Wrexham Town Centre and Mold Town Centre. The journey is approximately seven minutes from the Wrexham Old Tax Office bus stop to Wrexham Central Railway Station, providing a realistic possibility for multimodal travel. Nearby residential areas located west of the A483 are served by several routes including New Broughton and Brymbo by Services 12 and 14, and Minera by Services 11 and X51.

Rail

- 2.13 The site is located close to two railway stations. Wrexham General Railway Station is the closest to the site, being approximately 900m away, which equates to an 11-minute walk or a three-minute cycle. Wrexham General Railway Station is accessible via bus route 21 from Wrexham Old Tax Office. Wrexham Central Railway Station is approximately 1.2km from the site and can be reached via bus service 11. Wrexham General Railway Station has more frequent services than Wrexham Central Railway Station.
- 2.14 Wrexham General Railway Station is classed as a Category B under the Step Free Access guidelines. Access to Platforms 1, 2, 3, and 4 are step free, with footbridges and lifts available. There is a ramp for train access and a seating area. Wrexham General Railway Station also has 20 covered cycle parking spaces. **Table 2.2** illustrates the services available from Wrexham General Railway Station, which is served by Transport for Wales.

Table 2.2: Local Train Services and Frequencies

Operator	Route	Average Number of Services (Both Directions)		
		AM Peak (weekday)	Inter-Peak (weekday)	PM Peak (weekday)
Transport for Wales	Chester– Wrexham –Ruabon–Shrewsbury–Wolverhampton–Birmingham	2 per Hour	6 Services	3 Services
	Bidston–Shotton–Penyffordd–Hope– Wrexham	2 Services	1 per Hour	3 Services
	Holyhead–Bangor–Chester–Crewe– Wrexham –Shrewsbury–Hereford–Newport–Cardiff	3 Services	3 Services	2 Services

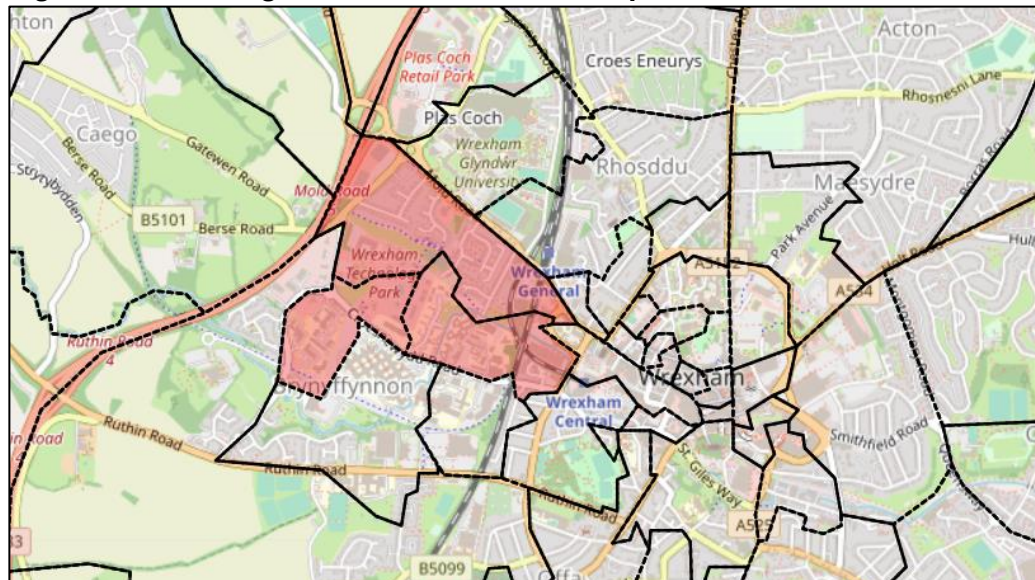
- 2.15 As shown in **Table 2.2**, destinations accessible from Wrexham General Railway Station include established settlements like Chester, Cardiff, Shrewsbury, and Birmingham. The frequency of services during commuting peak hours offers a realistic alternative to the private car, particularly as the railway station is located less than a 15-minute walk from the site.
- 2.16 Destinations accessible from Wrexham General Railway Station include locations such as Chester and Shrewsbury, being accessible within 15-minute and 40-minute rail journeys respectively.

Existing Travel Patterns

- 2.17 To understand the current modal transport choice by existing employees in the vicinity of the site, reference has been made to the 2011 Census Journey to Work dataset. Using the census data, a percentage breakdown of the modes used to travel to work in the selected area can be determined. The areas selected for assessing travel behaviour by mode are shown in **Figure 2.2**.

2.18 **Figure 2.2** indicates the locations selected for the Journey to Work dataset. These locations were selected due to their vicinity to the site therefore providing an accurate representation of the modes of travel to the site for the workplace population.

Figure 2.2: Strategic Locations for Modal Split



2.19 The following criteria were used in order to obtain a modal split:

- **Query:** WP703EW - Method of travel to work (2001 specification) (Workplace population);
- **Population:** All usual residents aged 16 to 74 in employment in the area the week before the census;
- **Category of Travel:** All categories;
- **Location:** W35000737, W35000738, W35001248

2.20 Detail of the data extracted is summarised in **Table 2.3**.

Table 2.3 – Method of Travel to work (Wrexham)

Method of travel to work	Total	Percentage
Train	29	1%
Bus, minibus or coach	142	7%
Taxi	13	1%
Motorcycle, scooter or moped	12	1%
Driving a car or van	1,659	76%
Passenger in a car or van	169	8%
Bicycle	17	1%
On foot	131	6%
Total	2,172	100%

- 2.21 The 2011 census data shown in **Table 2.3** demonstrates that the primary mode of transport for the workplace population in the area is driving a car, representing 76%. 8% of trips are car passengers and 7% travel to work by bus.

Summary

- 2.22 This section of the Travel Plan demonstrates that the site is well located to encourage trips to be undertaken via sustainable modes of transport including local bus and rail networks. In particular, the site is within an approximately 400m walking distance to the nearest bus stop which provides access to Wrexham Town Centre and Wrexham General Station. Additionally, the site benefits from a shared use cycle and pedestrian path located approximately 30m from the point of site entry, providing safe and convenient off-road access to the residential areas to the north of the site, and to the Town Centre.
- 2.23 This section considers the existing conditions at the site, and the surrounding transport network.

3 Objectives and Targets

- 3.1 This section of the STP sets out the initial objectives as well as draft targets for the development.
- 3.2 The objectives are supported by targets that are SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 3.3 The objectives of the STP focus on the travel patterns of staff rather than students. This group will make regular trips by varying mode, and this represents the best opportunity to influence travel patterns and meet the objectives of the STP. The travel habits of pupils are also considered within this STP, but as previously stated, the SEN status of the school means there is a higher likelihood of having a range of additional transport needs including travel by private and shared vehicles. This is recognised by the Welsh Parliament in the 'Home to School Transport – a Guide for Constituents' (2022).
- 3.4 Indicative targets have been set for post occupation of the development. It is anticipated that as the proposals develop, these indicative targets will be updated.

Objectives

- 3.5 The primary objective of the STP is to improve the attractiveness of sustainable travel modes, rather than accommodating for those travelling by private car. This will create a development that, once in regular use, is more sustainable than it otherwise would be (without an STP in place) which promotes sustainable travel by a range of modes.
- 3.6 The STP will engage with and encourage staff and visitors to use more sustainable modes of travel to and from the school through the effective promotion and incentivising of these modes. This will minimise the impact of the school on the surrounding highway network and environment.
- 3.7 As the school is a SEN facility, there will be longer distance trips made by pupils in comparison to a typical school, with a greater need for motor vehicles to support pupils. Therefore, the primary objective for pupils will be to rationalise taxi and minibus routes to maximise efficiency, and in turn reduce vehicle distance and numbers of trips. Whilst there would be a desire for pupils to arrive by more sustainable modes, such as walking and cycling, given the nature of the school and the needs of the pupils, this is not a priority.
- 3.8 In line with the overall aim of reducing car trips to and from the school, the sub-objectives of the STP are:
 - To increase staff awareness of the advantages and availability of sustainable and active modes of transport;
 - To promote the health and fitness benefits of active travel to staff; and
 - To introduce a package of physical and management measures that will facilitate staff travel by sustainable modes.

- 3.9 The aim of the above sub-objectives is to assist staff to make an informed decision about how they travel to and from the site which will then help the environment by reducing congestion, air and noise pollution on the surrounding neighbourhood.

Targets

- 3.10 The Targets of the STP are focussed on both pupils and staff. The targets set out in **Table 3.1** below are indicative and will be reviewed following the first survey undertaken post-development works are complete.

Table 3.1: School Travel Plan Aim Targets

Target	Indicator
Pupils	
Maximise the efficiency of taxi and minibus journeys (increase average pupils per vehicle)	Monitoring survey
Staff	
Reduce single occupancy vehicle trips by 10%	Staff modal split monitoring survey
Increase trips by walking, cycling, public transport and car sharing by 10%	Staff modal split monitoring survey

- 3.11 Based on the Method of Travel to work data presented in **Table 2.3**, single occupancy vehicle trips will reduce by 7.6% to become 69.4% to match the 10% target mode share.

4 School Travel Plan Co-ordination

- 4.1 The school will appoint a School Travel Plan Coordinator (STPC) upon occupation, and is likely to be an existing member of staff at the school. The STPC will be responsible for overseeing the management, development, implementation, monitoring and review of the STP. The STPC role will be fully funded by the school and the contact details of the STPC will be provided to the local authority upon their appointment.

School Travel Plan Coordinator Responsibilities

- 4.2 As described previously, the STPC is responsible for the STP. The primary responsibilities include:
- Undertaking travel surveys and supplying evidence of this to the local council;
 - Take responsibility for data collection and review of the STP;
 - Oversee the development and implementation of the STP on a day-to-day basis;
 - Obtain and maintain commitment and support from staff;
 - Design and implement effective marketing and awareness-raising campaigns to promote the STP;
 - Act as a point of contact for all staff, pupils and parents/guardians requiring information;
 - Ensure the travel information available is always up to date;
 - Liaise with external organisations, e.g., local authorities; and
 - Co-ordinate the monitoring programme for the STP, including target setting (in agreement with WCBC) and make necessary changes if the targets are not being met.

Consultation Strategy

- 4.3 Consultation will be carried out each year with the wider school community (including pupils, parents, staff and school governors) to establish new or on-going issues that face the school in terms of transport. A series of actions will be agreed to address the issues and to ensure that the STP targets remain achievable.
- 4.4 The consultation period will be timed to coincide with when the annual 'hands-up' survey results have been processed, in order to provide factual evidence on how pupils and staff are travelling to/ from the school.

Marketing Strategy

Staff

- 4.5 New staff at the school will be made aware of the existence of the STP upon commencement of their employment. The details of the STP, its objectives in enhancing the environment and the role of individuals in achieving its objectives will be explained.
- 4.6 The following could be used as ongoing means of disseminating information to staff, and to promote events, campaigns, promotions, services and initiatives:
- Staff notice boards;
 - Staff newsletters;
 - Welcome Packs; and
 - Online groups and forums.

Pupils & Parents / Guardians

- 4.7 Parents and guardians will be informed of the STP and its objectives and initiatives through regular e-bulletins and newsletters.

5 Measures and Initiatives

5.1 This section of the STP provides information regarding the specific physical and management measures that will be implemented at the school. The implementation of the listed measures, which includes awareness initiatives and infrastructure provision, is the core of the STP. It should be noted that this list is not exhaustive and the STPC will be free to investigate further measures should they deem this appropriate.

5.2 The measures are organised into the following categories, based on what they are designed to promote/provide:

- Information Provision;
- Walking;
- Cycling;
- Public Transport;
- Car Sharing; and
- Before & After School Clubs.

Information Provision

Sustainable Travel Information Board

5.3 A sustainable travel information board will be provided within a prominent location on the school grounds. This will provide information including a map of local walking and cycling routes, including routes to and from the station and nearby bus stops, public transport links, a car sharing database and the contact details of the STPC.

5.4 The travel information board will also include an Active Travel Year Planner to keep the school up to date with information on current events/campaigns, such as Bike-to-Work Day.

School Website

5.5 It is envisaged that the school website will be updated to share this information as a free source of marketing to visitors which will include information on transport information, active travel routes, and will signpost towards useful external websites.

Communication

5.6 The school will communicate its sustainable travel policy through a variety of consultation exercises with parents, staff, local residents, community groups and other interested parties. The main modes of communication will be as follows:

- Newsletters to local residents, with contact details of the STPC so that any issues can be raised;

- Newsletters to staff and parents providing continued reminders of the school's aim to reduce private car travel and maximise efficiency of taxis/minibuses;
- Parents consultation evenings with sustainable travel as a topic for discussion; and
- Staff meetings.

5.7 In addition, the STPC will offer the possibility of meetings with local residents to give them the opportunity to discuss on-going issues, answer any queries and to collect their suggestions for improvements.

Walking

- 5.8 The STPC will liaise with the WCBC to establish any potential improvements to the external pedestrian network.
- 5.9 Pupils, parents and staff will be provided with information and advice concerning safe, suitable routes to and from the school. This will be posted on a travel noticeboard, which will be located in a prominent position within the school.
- 5.10 The school will aim to recruit locally, and as such, there will be a natural propensity for staff to travel to the site by active modes such as walking and cycling.

Cycling

Cycle Parking Arrangements

- 5.11 The site will provide covered cycle parking close to the access. This provides secure parking for 10 cycles. Cycle storage will be monitored regarding the usage and maintenance of parking and assess whether the supply is sufficient to cater for demand.

Cycle to Work Scheme

- 5.12 Aspris Children's Services offer a Cycle to Work Scheme, where staff are offered to sacrifice some of their salary to purchase a bicycle up to the value of £3,400 (as of January 2023), which is paid over an extended period. This provides new bicycles and lifetime safety checks, alongside discounts on accessories and tax savings.

BikeAbility Wales

- 5.13 BikeAbility Wales is subsidised cycle training course that is available for cyclists at all levels. This training has been designed to give children, adults, and families the skills and confidence to ride bicycles on roads and to manage junctions.
- 5.14 One of the main barriers to cycling is safety. Bikeability teaches the skills needed to be able to safely cycle to school. The training includes:
- How to control your bike;

- Being able to access traffic;
- Communication;
- Where to position yourself on the road; and
- Maintenance of your bike.

5.15 BikeAbility Wales offers training for children with special educational needs and disabilities. The scheme also can be utilised by staff members.

Public Transport

5.16 Up-to-date details of rail, bus, and taxi services, including route information and service frequencies, will be permanently on display on a sustainable travel notice board, located in a prominent position within the school grounds.

Car-Use

5.17 Staff who live within suitable walking distance from the site will be encouraged to walk to school and for those that must drive will be encouraged to adopt a car-sharing arrangement to minimise the car parking demand through the promotion of local car sharing websites and a staff car share group.

Vehicle Sharing

Pupil Taxi and Minibuses

5.18 Due to the nature of the school, it is intended that the majority of the pupils will arrive and leave school by taxis and wheelchair-friendly people-carrier vehicles provided by the school. Where possible, the school will work with the local education authority to ensure that taxi and people-carrier routes are organised to maximise efficiency and numbers of pupils per vehicle.

Staff Car Sharing

- 5.19 Car sharing has the potential to enable future employees of the school to save money, reduce stress and increase the opportunities for socialising. It provides cost savings and reduces the number of cars on the local road network, therefore reducing congestion and providing a benefit to air quality.
- 5.20 The benefits of car sharing could be widely promoted to future employees through a variety of communication mechanisms (such as the noticeboard and online groups). The appointed STPC will also use reasonable endeavours to investigate the feasibility of providing an internal forum to organise car sharing between staff members.

6 Monitoring and Review

- 6.1 This STP will form part of a continuous process for improvement, which requires monitoring, review, and revision to ensure it remains relevant. This section sets out the proposals for monitoring and reviewing the STP.

Monitoring and Reporting

- 6.2 An annual travel survey will be required to inform the STP in order to monitor the progress of the targets that have been set. The time period for reporting need to be agreed with WCBC.
- 6.3 Additional monitoring of the following is also useful to judge whether the implementation of certain measures needs to be modified. The following factors should be monitored on a constant basis:
- The level of usage of cycle parking;
 - Demand for additional cycle parking spaces;
 - Congestion on the Access Road and Ellice Way during staff arrivals/departures and pupil pick-up/drop-off;
 - Number of staff who travel to the site via single occupancy vehicles; and
 - Feedback from occupiers of units within Wrexham Technology Park.
- 6.4 The results of the monitoring and review process will be collected and made available to WCBC STP Officers in addition to being publicised via school newsletters/website to maintain interest.

7 Action Plan

- 7.1 The Action Plan is outlined in **Table 7.1** below. It sets out the measures included within the STP that are directed at influencing pupil and staff travel.
- 7.2 The Action Plan will be revised each year following the annual STP review.

Table 7.1: Action Plan

Measures	Notes	Target Date	Method of Monitoring	Responsibility
Appoint STPC	School to appoint STPC	Upon occupation of the school	N/A	School
Undertake Baseline Travel Survey	STPC to undertake Travel Survey to determine baseline travel choices	Within 6 months of occupation of the school	STPC to keep a record of survey results and make available to WCBC TP officers	STPC
Undertake Annual Travel Surveys and Adjust STP Objectives Accordingly	STPC to undertake Travel Surveys annually for an agreed timeframe with WCBC	Annually	STPC to keep a record of survey results and make available to WCBC TP officers/publish to staff and parents	STPC
Information Provision				
Sustainable Travel Information Board/Active School Travel Planner	A travel information board will be installed detailing sustainable and active travel options and providing the STPC's contact details	On-going	N/A	STPC
School Website	Sustainable travel information will be added to the school website	On-going	N/A	STPC
School Prospectus	Information on the STP will be provided within the prospectus	On-going	N/A	STPC

Sustainable Education	Pupils will be taught about the benefits of sustainable and active travel. Road safety lessons will be investigated	On-going	N/A	Teachers in conjunction with STPC
Newsletters, staff meetings, parent consultations	Regular newsletters will be set out promoting the use of active and sustainable travel modes. Travel issues will be raised at staff meetings and parent consultations	On-going	N/A	STPC
Staff Travel Forum	A staff travel forum will be set up to connect potential car sharers and provide sustainable transport information.	On-going	N/A	STPC
Walking				
Sustainable Travel Information Board/Active School Travel Planner	A travel information board will be installed detailing pedestrian routes to/from the site.	On-going	N/A	STPC
Cycling				
Cycle to Work Scheme	STPC to promote cycle to work scheme	On-going	STPC to monitor participation levels	STPC
BikeAbility Wales	STPC to set up with WCBC	On-going	STPC to monitor participation levels	STPC
Sustainable Travel Information Board/Active School Travel Planner	A travel information board will be installed detailing cycling routes to/from the site.	On-going	N/A	STPC
Public Transport and Ride Sharing				
Public Transport Information	Information provided on sustainable travel board, in newsletters etc	On-going (will require updating)	N/A	STPC

Car Sharing	STPC to liaise with local education authority and taxi/people-carrier operators to maximise efficiency of routes.	On-going	STPC to keep a record of all pupils using taxi and people-carrier services	STPC
	STPC to liaise with staff members to organise car sharing where possible.	On-going	N/A	STPC

Appendix A

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661