

Hafod Y Wern School School Travel Plan

Wrexham County Borough Council

4 November 2013

ATKINS

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1. Introduction

Wrexham County Borough Council (WCBC) has commissioned Atkins to produce a School Travel Plan (STP) in support of their proposals to deliver a new primary school, replacing the existing Hafod y Wern School. The replacement facility will be located within the grounds of the existing school.

Hafod y Wern Primary School currently operates from two separate buildings that can accommodate a maximum of 259 pupils. The replacement school has been designed to accommodate up to 315 pupils.

1.1. Travel Plan Context

This STP will act as supporting information to the planning application for Hafod Y Wern School and provides an indication of the proposed development's impact on the local highway network. It provides an action plan to promote sustainable transport options such as walking, cycling and public transport for pupils, parents and staff.

In addition, this STP aims to meet the requirements set out within the Building Research Establishment's Environmental Assessment Method (BREEAM) criteria TRA 05 based on the BREEAM New Construction 2011 Design Stage Criteria.

1.2. Travel Plan Structure

This STP includes the following sections:

- Section 2:** summarises the policies and related programmes that support the STP process;
- Section 3:** details the existing transport options;
- Section 4:** describes the development proposals;
- Section 5:** details the travel plan initiatives;
- Section 6:** provides a monitoring and evaluation strategy;
- Section 7:** provides the objectives and SMART targets; and
- Section 8:** sets out the action plan and target delivery timescales.

2. Policy Context

This chapter addresses the range of national, regional and local policy documents that are relevant to this STP. This chapter also outlines the strategic drivers behind the proposals for Hafod Y Wern Primary School and associated strategies, programmes and plans.

2.1. Hafod Y Wern School - Strategic Drivers

2.1.1. Organisational overview of Wrexham County Borough Council

WCBC's long-term investment programme aims to create 21st Century learning environments across the county borough; with their 'Strategic Outline Programme' aimed at providing investment across the whole school estate in Wrexham, for students between the ages of 3 and 19.

The 'Strategic Outline Programme' aimed for balance between all education sectors, be they Welsh medium, faith based or community provision and for children and young people with special or additional educational needs. This integrated approach will ensure that the '21st Century Programme' will be a major factor in delivering improved educational outcomes.

WCBC's overarching programme aligns the current 'Primary Schools Review' and the 'Secondary School Modernisation Programme'. The overall 21st Century Schools Programme and the resulting school modernisation strategy will also take heed of the existing 'ICT Strategy' and the 'Welsh Education Strategy' and build on the outcomes of WCBC's 'Post-16 Transformation Study'. WCBC's programme for delivering 21st Century schools aims to address a number of issues, paramount in Wrexham, which include:

- The continuous drive to improve outcomes for lifelong learners;
- Addressing capacity issues in Wrexham town centre schools both at a primary and in time secondary school level;
- Providing formal and informal environments consistent with a 21st Century approach to teaching and learning;
- Ensuring the viability of rural schools;
- Meeting the continuing demand for Welsh medium education and Faith based education;
- Improving access to ICT to support new and innovative methods of Teaching and Learning.

2.1.2. Primary Review

In 2005 WCBC began a process of reviewing primary education across the borough. The outcomes of this review process included proposals for:

- the amalgamation of 9 pairs of Infants and Junior schools,
- a replacement area school for three smaller schools in Rhos,
- a new Welsh Medium school in Gwersyllt,
- a larger replacement Welsh medium school in Rhos; and
- the closure of a Nursery school.

Hafod Y Wern School was amalgamated in the first wave of the review carried out in 2007. Other schools identified in this first wave have already had new buildings as part of transitional funding.

2.2. National Policy

Travel Plans should be developed within the principles set out in the current overarching policy guidelines of the Welsh Government, including; **Planning Policy Wales** (2012), **Technical Advice Note** (Wales) **18**

Transport (2007), **Wales Transport Strategy** (2008) and **Walking and Cycling Action Plan** (2009 to 2013).

2.2.1. Planning Policy Wales (Edition 5, November 2012)¹

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The document sets out how the Welsh Government's commitment to sustainable development can be integrated into the planning system. PPW provides the policy framework for the effective preparation of local planning authorities' Development Plans. The document is supplemented by 21 topic based Technical Advice Notes (TANs) in particular TAN 18: Transport.

Section 8 of the PPW document sets out the Welsh Government objectives in relation to transport. It has the aim to extend the choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle against the causes of climate change. This is achievable through promoting the use of more sustainable and healthy forms of travel (i.e. cycling and walking), with the aim of improving the levels of health in Wales.

The PPW states that land use planning can achieve the Welsh Governments objectives for transport through:

- Improving accessibility by walking and cycling;
- Promoting walking and cycling; and
- Supporting sustainable travel options.

Paragraph 8.2 sets out policy aims in relation to walking and cycling. It advises that walking:

- Should be promoted for shorter trips; and
- Planning authorities should promote specific measures to assist including the provision of safe, convenient and well-signed routes.

In relation to cycling:

- Cycling should also be encouraged for short trips and as a substitute for shorter car journeys, or as part of a longer journey when combined with public transport;
- Local authorities should encourage the implementation of specific measures to develop safe cycling, including new or improved routes, and secure parking and changing facilities in major developments and at transport interchanges; and
- Where appropriate, planning authorities should also seek to assist the completion of the National Cycle Network (NCN) and of key links to and from the network.

The Hafod Y Wern STP links to the criteria set out above; in particular the promotion of walking and cycling for local journeys.

2.2.2. TAN 18: Transport²

Technical Advice Notes are to be read in conjunction with PPW. They are to be taken into account by Local Planning Authorities (LPAs) in the preparation of development plans. TAN 18 describes how an efficient and sustainable transport system is required for a modern, prosperous and inclusive society. The Welsh Government has a statutory duty towards sustainable development. TAN 18 describes how the Welsh Government intends to integrate land use and transport planning in order to achieve their outcomes with regard to climate change, in particular advice on walking and cycling.

In relation to the proposals for Hafod Y Wern School, TAN 18 indicates that when LPAs are determining planning applications, they should;

- "Identify and protect existing and proposed routes suitable for the use of cyclists and walkers"

¹ <http://wales.gov.uk/docs/desh/publications/121107ppw5chapter8en.pdf>

² <http://wales.gov.uk/docs/desh/publications/070301tan18en.pdf>

2.2.3. Wales Transport Strategy³

The Wales Transport Strategy (WTS) was published in 2008 and it superseded the existing Transport Framework for Wales. The WTS is the first ever comprehensive transport strategy for Wales. The strategy seeks to reduce dependence on the private car by improving sustainable forms of transport. The goal of the document is to promote sustainable transport networks that both strengthen and safeguard the wider social, economic and environmental outcomes.

The WTS aims to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy and foster more sustainable communities. This includes:

- Encouraging healthy lifestyles;
- Improving access between key settlements and sites;
- Integrating local transport;
- Improving the efficient, reliable and sustainable movement of people;
- Improving access to visitor attractions;
- Reducing the contribution of transport to greenhouse gas emissions;
- Reducing the contribution of transport to air pollution and other harmful emissions; and
- Improving the impact of transport on the local environment.

The Hafod Y Wern STP will contribute to meeting the objectives to encourage healthy lifestyles, improve accessibility and improve the efficient, reliable and sustainable movement of people in particular.

2.2.4. Walking and Cycling Action Plan 2009-2013⁴

The Welsh Government aims to encourage more people to walk and cycle more safely and more often. The Action Plan describes how the Welsh Government is supporting walking and cycling in Wales.

The 'Walking and Cycling Action Plan for Wales 2009-13' adopts a target to triple the percentage of adults whose main mode of travel to work is cycling.

Other key objectives include:

- Improving the health and well being of Wales through increased physical activity;
- Improving the local environment for walkers and cyclists;
- Encouraging sustainable travel to combat climate change;
- Increasing levels of walking and cycling through promotion of facilities; and
- Ensuring that walking and cycling are prioritised in policies, guidance and funding.

The STP accords the criteria set out by the Welsh Government and will therefore contribute towards the target set out by the Walking and Cycling Action Plan 2009-2013.

2.3. Regional Policy

2.3.1. North Wales Regional Transport Plan (2009)

Taith comprises six unitary authorities: Gwynedd, Anglesey, Conwy, Denbighshire, Flintshire and Wrexham.

The North Wales Regional Transport Plan (2009) provides a balanced program for investment and support for all modes of travel, a program of projects that links transport planning with land-use and public service planning and balances the competing need to protect the environment, address problems of social exclusion and promote economic growth.

³ <http://wales.gov.uk/deet/publications/transport/wts/wtstrategy/wtspdfloen.pdf?lang=en>

⁴ <http://wales.gov.uk/docs/desh/publications/090223walkingactionplanen.pdf>

It is a strategic level document that outlines the underlying principles, amongst others, in the provision of public transport and walking and cycling routes in the region. This document supersedes the Local Transport Plans for the respective County Councils.

The Regional Transport Plan (RTP) has been developed to help deliver the outcomes and strategic priorities of the Wales Transport Strategy in its region taking into account regional and local needs. The RTP reflects the consensus on regional priorities and provides the context and direction for local strategies.

2.4. Local Policy

2.4.1. Wrexham Local Development Plan 2 (2013 to 2028)

The LDP will be a long-term land use and development strategy focused on achieving sustainable development and will:

- guide development for housing, employment, retail and other uses;
- set out policies that will be used to decide planning applications; and
- safeguard areas of land requiring protection or enhancement.

2.5. Policy Summary

Transport policy at all levels seeks to reduce the need to travel and then implement measures to support the transport user hierarchy.

This is in common with sustainability policy and good practice in urban design, favouring the needs of pedestrians and cyclists, then public transport provision and rail freight, prior to accommodating private cars. In addition, emphasis is placed on the need to improve accessibility to and safety of all transport modes for all users and improving community connectivity.

In this respect the School Travel Plan is seen as being compliant with the underlying principles of the reviewed planning documents.

3. Proposed Development

3.1. Introduction

This chapter provide details of the existing Hafod y Wern Community Primary School and the proposed improvements.

3.2. Hafod Y Wern Community Primary School

Hafod-y-Wern Community Primary School was established in September 2007, to accommodate the amalgamation of Hafod-y-Wern Junior and Hafod-y-Wern Infant Schools. The school caters for pupils of the age range three to eleven, with the capacity to accommodate up to 259 pupils.

The school is currently located in two buildings and serves the Caia Park area of Wrexham, although some pupils (mainly within the learning resource unit) attend from outside the immediate catchment area.

Caia Park is a large housing estate with approximately 4,500 houses and 12,000 residents. It is located to the south west of the town of Wrexham and is one of the largest council owned estates in Wales. The area contains two of the most deprived wards in Wales and has been cited in the Wales Multiple Deprivation Index.

3.3. Development Proposals

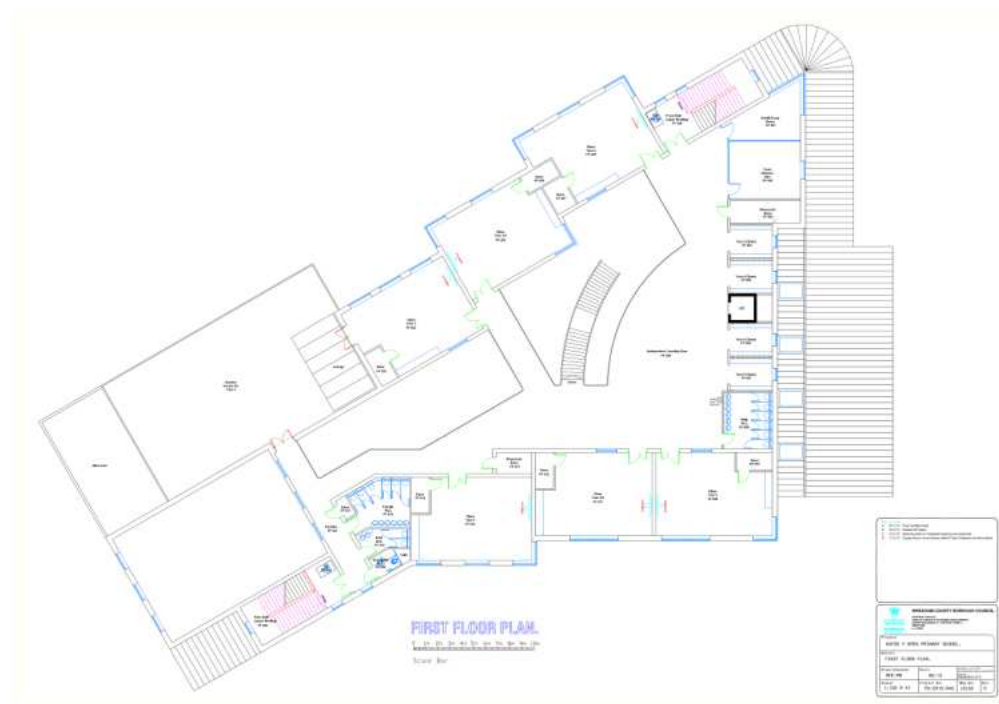
Hafod Y Wern was built in the 1950's and presents a vision of utilitarian architecture which is consistent with much of the surrounding housing development. There is a strong belief that development in the area needs to provide a community focus through the provision of a building that users and residents can take pride in.

The school, which will provide for the community, will be state of the art in terms of facilities provided but that it will also make a bold architectural statement. The replacement facility, which has been designed to accommodate up to 315 pupils, will be located within the grounds of the existing school. Plans showing the proposed layout of the school are provided in **Figures 3.1 and 3.2** below.

Figure 3-1 Hafod Y Wern - Ground Floor



Figure 3-2 Hafod Y Wern - First Floor



3.3.1. Access

Vehicular and pedestrian access to the school will be as existing from Deva Way. An additional (existing) pedestrian route will be maintained from Prince Charles Road. There will be a temporary vehicular access from Prince Charles road for the site compound and for a short period for staff parking whilst the old junior building is demolished. below.

Figure 3-3 Hafod Y Wern Access Plan



3.4. Parking

3.4.1. Car Parking

Car parking spaces for 38 vehicles to be provided as shown in **Figure 3.3** above.

3.4.2. Cycle Parking

Cycle spaces (10no) to be provided in covered, lit shelter near school entrance.

3.5. Sustainable Transport Provision

Changing facilities and showers will be provided for staff.

4. Existing Situation

4.1. Introduction

The travel options available for journeys to and from school have a direct impact on the mode of transport used by parents, pupils and teachers. This chapter describes the existing situation with regards the transport infrastructure within the immediate surroundings of Hafod Y Wern School and provides an accessibility assessment for individual transport modes.

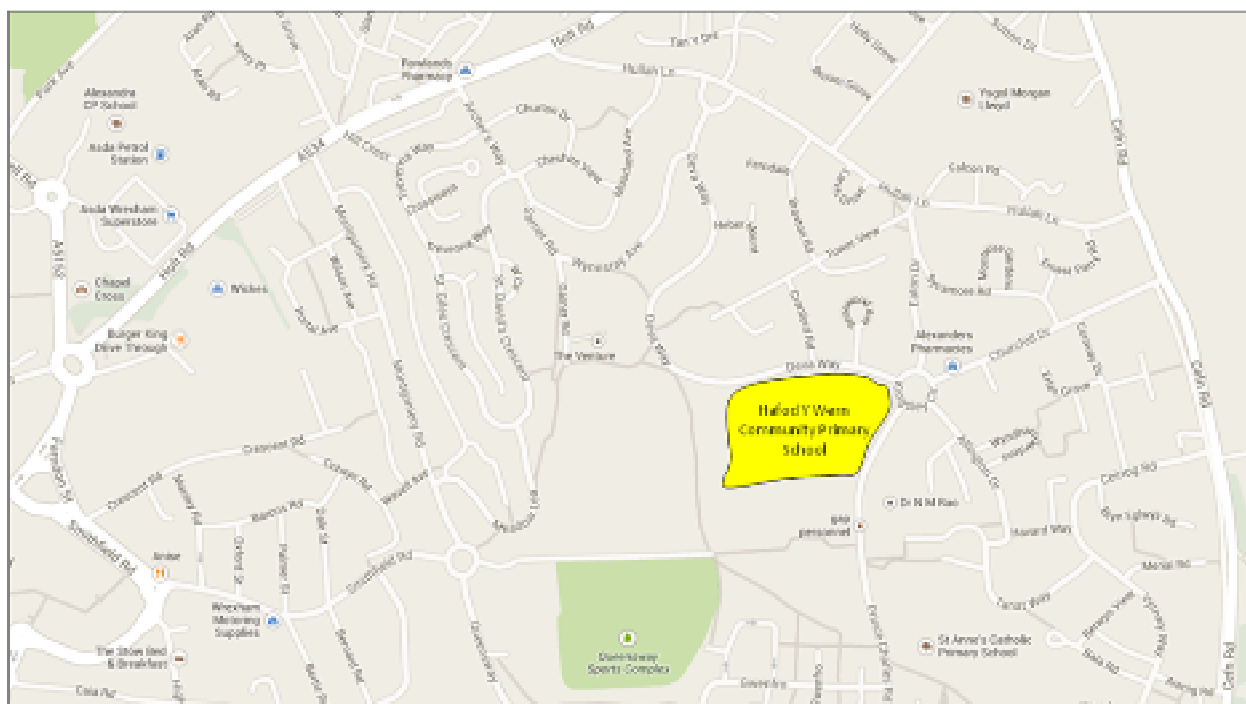
The local transport network characteristics were established during a site audit undertaken by Atkins on Tuesday 15th October 2013. The information obtained during this visit is supplemented through desktop research.

4.2. Hafod Y Wern Community Primary School

4.2.1. Location

The location of Hafod y Wen CP School is shown in **Figure 4.1** below. Deva Way forms the northern boundary of the school site with Prince Charles Road forming the eastern boundary. To the south and west the school site is bounded by sport and recreational facilities.

Figure 4-1 Site Location Plan



4.2.2. Site Accessibility

The main access point to the school is currently from Deva Way. Deva Way is a two way single carriageway road that provides a connection to the strategic road network (A5156 / A534) via Hullah Lane and Holt Road.

The residential area surrounding Hafod Y Wern CP School has good permeability, providing excellent access opportunities by all transport modes (including walking and cycling). Footpaths are provided along

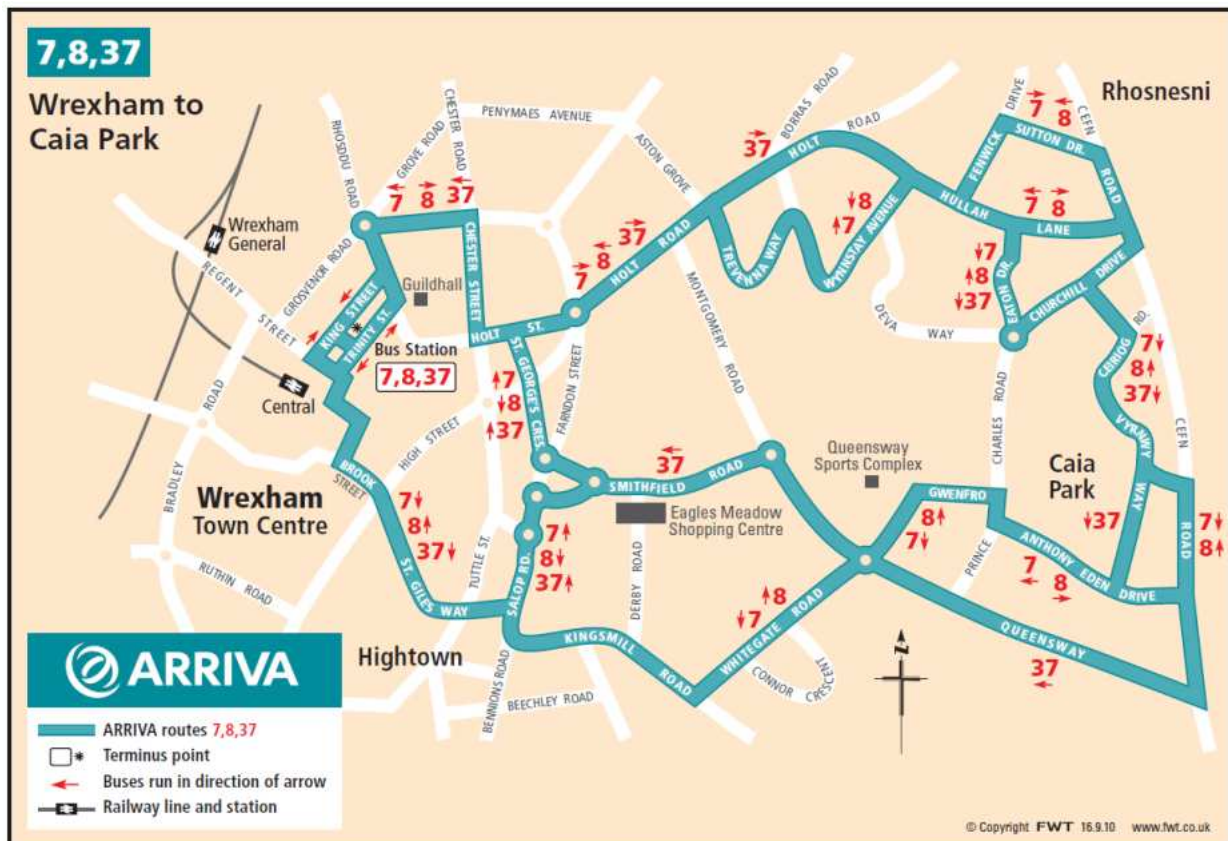
both sides of the majority of roads in the vicinity of the school and this is complemented by a network of off-road walking / cycle routes.

There is a designated cycle lane which runs along Hullah Lane, one of the main roads surrounding the site. However, many of the roads within the immediate vicinity of the school are narrow and windy and despite the presence of traffic calming (speed bumps and reduced speed limits), there are safety concerns as to whether on-road cycling is a viable option for pupils travelling to and from the school.

Further analysis to be provided

4.2.3. Public Transport

Bus provision in the area surrounding Hafod Y Wern School is shown in **Figure 4.2** below.



Routes 7 and 8 operate in close proximity of the school. The frequency of these services is outlined below:

- Route 7 operates at half hourly intervals until 9.14 on weekday mornings and then at hourly intervals until 18.27 (which is last bus of the day)
- Route 8 operates at half hourly intervals throughout the day until 18.03

Route 37 only operates on weekends and is therefore not suitable for school travel.

5. Baseline Survey

A school travel survey was undertaken on the 15th October 2013. The survey was conducted by class teachers to determine the mode of transport primarily used by both pupils and staff for school travel.

Table 5-1 School Hands Up Survey Results

	Female Students	Male Students	Female Staff	Male Staff	Total	Percentage
Car	29	23	24	3	79	30.4
Walk	90	75	7	0	172	66.2
Bike	2	4	0	0	6	2.3
Bus	0	0	2	1	3	1.2
Total	121	102	33	4	260	100
	223		37			

Further analysis to be provided although it is evident from the results provided that walking is the dominant transport mode.

- The total number of staff and pupils who walk to school is 66%, however the number of staff walking in is only 19% whilst 74% of students travelling to school on foot.
- Only 6 pupils choose to cycle to school which pretty low although this figure can be put down to the school having no bicycle storage facilities with previous facilities having to be removed due to vandalism.

6. Travel Plan Initiatives

6.1. Introduction

This chapter proposes a range of initiatives which are considered to be effective in encouraging the use of sustainable travel; which the transport infrastructure surrounding the school supports. The proposed initiatives have been tailored to the operational and location characteristics of Hafod y Wern School and are focussed on both pupil and staff travel.

6.2. Initiatives for Pupils

6.2.1. Walking / Cycling Initiatives

A number of initiatives are recommended to enhance the number of pupils who will use the existing comprehensive network of footpaths and cycle paths for school travel. Although cycling to the proposed primary school may not be a suitable option for some children, there are initiatives to encourage cycling for older pupils. These initiatives are as follows:

- To work in partnership with WCBC to deliver more local sustainable transport improvements, such as increased improvements to the local footways and cycle routes;
- To participate in campaigns such as 'Walk to School Week' and to promote this event to pupils, parents, staff, governors and other stakeholders;
- To investigate and implement a walking bus scheme. This will include mapping a potential route and considering the cost / implications of either employing staff to operate the scheme or training a volunteer;
- To purchase or hire pedometers from CCC to encourage walking through competitions;
- Purchase appropriate high visibility clothing for children to wear whilst taking part in these walking initiatives⁵;
- To actively endorse walking through integrating walking into the curriculum and lesson plans, and continue walking to destinations in the local area for site visits;
- To encourage participation in Sustrans cycle events and promote these to parents, pupils and staff;
- Provision of a cycle proficiency scheme for older pupils to encourage safe riding and to learn new skills; and
- Provision of additional cycle/scooter parking spaces should demand outweigh supply.

6.2.2. Road Safety Education and Training Initiatives

The following initiatives are recommended to increase road safety awareness at Hafod Y Wern School.

- Deliver road safety training for pupils in school assemblies, with support from the WCBC Road Safety team;
- Work with the National Children's Charity and national campaigns to provide resources for staying safe;
- Work with an PSHE coordinator to integrate road safety skills into lesson planning and the school curriculum;
- Liaise with the local police to set up a speed watch programme with the children, to enhance the awareness of children walking/cycling to school. This campaign should be publicised through the school and in the local press; and
- Educate those parents who drop off the pupils on the need to comply with traffic regulations and parking sensibly.

⁵ www.brightkidz.co.uk/

6.2.3. Information, Marketing and Promotional Initiatives

Sustainable travel should be promoted to pupils and parents / carers through delivery of the following:

- Create maps for new parents of pupils to show suitable routes for walking to school;
- Include information on sustainable travel through the school prospectus. Within the prospectus, travel options to the school can be explained, and the importance of the STP can be highlighted;
- As part of a school newsletter, information on sustainable travel to school can be included to encourage pupils and parents to consider these modes of transport. Different themes of information (such as health, social benefits etc.) can be passed on to parents to inform a whole range of life changes;
- Devise poster campaigns for pupils to design in lessons; and
- Link the STP with the **School Development Plan** and publicise this to parents through the school prospectus and keep a copy in the school reception for visitors.

6.2.4. Initiatives to reduce car travel

The following initiatives aim to reduce travel to school by car through the encouragement of alternative modes of transport:

- Set up a distance parking scheme (Park and Stride) to allow parents / carers who have no choice but to take their children to school by car to walk / allow their child to walk for part of the journey; and
- Consider 'car free' days at the school through consultation with parents and the local community.

6.3. Initiatives for Staff

It is important the school also introduces measures to encourage staff to travel by sustainable modes as this will help to relieve on site car parking pressures.

It is recognised that the teaching staff's ability to travel by alternatives to the car is limited by home location and their need to transport pupils' workbooks and other equipment but a number of initiatives are given below.

6.3.1. Car Share Initiatives

These initiatives are aimed at staff that travel by car to the school and are able to pick up a colleague on route to the school. This is a positive measure for reducing pressures on on-site car parking demand, in line with reducing single occupancy vehicle trips.

This STP will encourage staff car sharing through:

- Encouraging car sharing (where possible) between staff. This will include the mapping of home postcodes of staff to identify potential car sharing opportunities;
- Publicising the benefits of car sharing to staff, for example at staff meetings and teacher training days; and
- Promotion of the North Wales Car Share database⁶,

6.3.2. Cycle Parking

The provision of a sufficient number of cycle parking spaces which are secure and attractive to use are an important factor in encouraging staff to cycle to the school.

As part of the development proposals, 38 parking spaces will be provided on site as part of an initiative to encourage staff to cycle to/from the school.

⁶ <http://www.Northwalescarshare.com>

6.3.3. Bus Initiatives

Providing information relating to bus travel will be an important factor in reducing single vehicle occupancy for journeys by staff. Providing public transport information is cheap and easy to implement, but can still be influential in changing travel behaviour patterns.

Up to date information on local bus services should be provided for staff in a staff communal area. This information should include route information and timetables for the services that stop at **Kingsley Circle shops, Churchill Drive**. Links to journey planning websites⁷ and bus operator contact details should also be provided to help staff plan a journey to the school.

⁷ <http://www.transportdirect.info>

7. Monitoring and Evaluation

7.1. Monitoring and Evaluation Strategy

Monitoring this STP is essential to ensuring that the objectives are delivered in practice.

A Steering Group will be set-up for the school, along with the Head teacher and School Governors to monitor and evaluate the strategy.

Liaison between the Steering Group and the STP Team at WCBC will take place during the implementation of the plan and when a 'Mid Review' is required. Information will be fed back to parents on the development of this STP and implementation of the initiatives on a regular basis.

Table 6.1 details how the STP will be evaluated.

Table 6.1 – Monitoring and Evaluation of the STP

Actions	Responsibility	Monitoring Success	Timescale
Baseline survey	Class Teachers	N/A	Undertaken in October 2013
Snapshot surveys – head count on mode of travel	Class Teachers	TBC	Second Monday of each term
Traffic count – number of cars dropping pupils off outside of the school	Head teacher / pupils	TBC	Second Monday of each term
Cycle / scooter audit – count the number of bicycles / scooters in the cycle racks	Head teacher / pupils	TBC	Second Monday of each term
Annual Progress Report	Head teacher / Steering Group	TBC	May 2016 and annually
Annual Travel Survey – pupils / parents / staff	Head teacher / Steering Group / Class teachers	TBC	April 2016 and annually
Travel Plan Review	Head teacher / Steering Group	TBC	April 2016 and annually

8. Objectives and Targets

8.1. Introduction

This STP will seek to provide for the access and travel needs of all staff and parents and pupils, without increasing the overall transport impact of the school. Research shows that people are able to make alternative travel arrangements for a range of trips and therefore objectives and targets should reflect the need for greater travel choices.

8.2. Objectives

An effective STP can deliver a significant impact upon travel patterns by staff and parents and pupils, in favour of the use of sustainable transport modes (public transport, walking and cycling).

The specific STP objectives for Hafod y Wern School are:

- **Objective One:** Increase the proportion of pupils walking, cycling or scooting to / from school;
- **Objective Two:** Investigate setting up a walking bus and / or park and stride scheme;
- **Objective Three:** Improve the road safety of pupils through education;
- **Objective Four:** Reduce the proportion of pupils travelling to school by car.

8.3. Targets

Targets are used to monitor whether the STP is meeting the above objectives. These targets are 'SMART' in nature:

- **S**pecific, to say precisely what is being achieved;
- **M**easurable over the duration of the target;
- **A**ppropriate and linked the overall objectives of the local authority accessibility strategy;
- **R**ealistic in terms of the potential for being achieved; and
- **T**ime bound - the target

Modal share is the key target to monitor the proportions of journeys to the site by different travel modes. **Table 8.1** identifies SMART targets which will take into consideration the pupil and staff population of the school.

Table 7.1 – SMART Targets

Target	Baseline	Sep 2015 target	Sep 2016 target	Sep 2017 target	Sep 2018 target	Sep 2019 target
Increase the proportion of pupils walking, cycling or scooting to school	%	+1%	+1%	+1%	+1%	+1%
Reduce the proportion of pupils travelling to school by car	%	-1%	-1%	-1%	-1%	-1%
Improving road safety and awareness	Road safety awareness lessons and assemblies will be delivered within PSHE time, and assemblies held at least twice per year. The school will also work with the National Children's Charity and national campaigns to provide resources for staying safe.					

9. Action Plan

9.1. Introduction

This section provides the Action Plan for the STP, detailing the Action and who should be responsible.

An overall action is that a Steering Group will be set up to implement the STP initiatives and monitor their success in encouraging sustainable travel to and from school as shown in **Table 8.1**.



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