

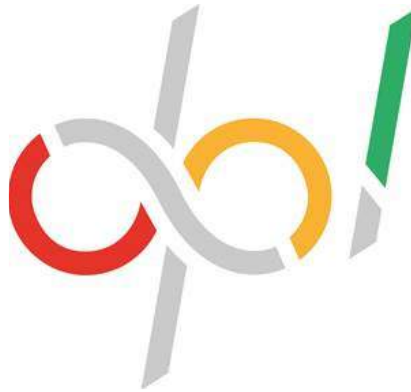


TRAVEL PLAN

WELSH MEDIUM PRIMARY SCHOOL ECO COUNCIL

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1. INTRODUCTION

1.1 WHAT IS A TRAVEL PLAN?

- 1.1.1 A Travel Plan is a package of measures tailored to the school and aimed at promoting greener, cleaner travel choices and reducing the reliance on the private car.
- 1.1.2 This Travel Plan has been informed by the Initial Travel Plan, produced by Groundworks. The Initial Travel Plan remains relevant to the school and includes more detailed information relating to school travel.

1.2 TARGET AUDIENCE

- 1.2.1 It is common for those responsible for delivering a Travel Plan to be given little or no training on how to deliver the Travel Plan. This can result in the benefits of a Travel Plan not being fully achieved.
- 1.2.2 In order to address this issue a short and legible document is required to ensure that effective delivery of the Travel Plan can be achieved.
- 1.2.3 In addition, commitment to the Travel Plan is required by those who can influence it, which in the case of the school will involve students, including those on the Eco Council. This document has been written with these readers in mind.
- 1.2.4 To confirm the acceptance of the Travel Plan, appropriate commitments are set out within this chapter to be signed by the Eco Council and head teacher.

1.3 UPDATING THE TRAVEL PLAN

- 1.3.1 The Travel Plan is to be updated to meet with the changing environment and add new commitments to make the Travel Plan even better.

1.4 TRAVEL PLAN VISION AND AIMS

- 1.4.1 It is important to set out the aims and vision.
- 1.4.2 The vision of the Travel Plan is:

With less cars on the roads and parked near the school, we will create a safer environment for using active travel.

With more people using active travel to access the school, we will all be healthier.

- 1.4.3 The aims of this Travel Plan are to:
- **Promote safe travel to school for all;**
 - **Reduce the impact on the natural environment of travel to school;**
 - **Reduce the impact on the local environment around the school relating to congestion and parking through the promotion of sustainable travel modes; and**
 - **Increase health and wellbeing of students, staff and visitors through encouraging active and sustainable travel modes (walking, cycling and the bus).**

1.5 ECO COUNCIL COMMITMENT

- 1.5.1 On behalf of the Eco Council, we confirm that we have read this Travel Plan in full and are committed to improving our environment through delivering the Travel Plan Aims.

Eco Council – Student Member Commitment (To Be Completed After Reading the Travel Plan)

NAME	Signature
	(Continue to as many names as required)

Eco Council – Staff Member Commitment (To Be Completed After Reading the Travel Plan)

NAME	Signature
	(Continue to as many names as required)

1.6 HEAD TEACHER

- 1.6.1 The head teacher should actively engage with the Eco Council and provide the support required to help increase active travel and reduce any residual parking issues.
- 1.6.2 The head teacher for each school will be responsible for ensuring that the Travel Plan is delivered and for undertaking or delegating tasks which require external input or assistance alongside the Eco Council.
- 1.6.3 As head teacher, I confirm that I have read this Travel Plan in full and am committed to improving our environment through delivering the Travel Plan Aims.

Head Teacher)

NAME	Signature

2. ECO SCHOOLS

2.1 INTRODUCTION

- 2.1.1 Borras Park Community Primary School already have a very active Eco Council and the school received the prestigious Eco Schools Platinum Award in 2017 and have been successful in maintaining this award since then and are very proud of their ongoing work in this area.
- 2.1.2 Schools achieve Platinum status once they have been awarded the Green Flag four times – demonstrating their long-term commitment to environmental education, student involvement and sustainability. Our Platinum schools are ranked amongst the best in the world on the Eco-Schools programme.
- 2.1.3 Setting up an Eco Council for the Welsh Medium Primary School would provide a group of environmentally aware students and staff who are ideally placed to help deliver the Travel Plan.

2.2 ECO COUNCIL

- 2.2.1 It is recommended that the Welsh medium school set up an Eco Council and enrol in the Eco-Schools programme.

2.3 TRAVEL PLAN CO-ORDINATOR

- 2.3.1 Building on their Eco-School Platinum Award, the role of Travel Plan Co-ordinator for Borras Park Community Primary School will be undertaken by the Eco Council.
- 2.3.2 A second Eco Council will be set up for the Welsh school. Due to the two schools being on the same site, the sharing of information and the role of the Travel Plan Co-ordinator can be undertaken through the two Eco Councils.

2.4 HOW CAN ECO-SCHOOLS HELP DELIVER THE TRAVEL PLAN?

- 2.4.1 Eco-Schools is a global programme engaging 19.5 million children across 67 countries, making it the largest educational programme on the planet.
- 2.4.2 For over 25 years Eco-Schools has been empowering children to drive change and improve their environmental awareness. The Eco-School programme consists of ten topics, of these two have direct links which relate to local travel:
- Healthy living; and
 - Transport.
- 2.4.3 These are the two areas which are the focus of this Travel Plan.

2.5 HEALTHY LIVING

- 2.5.1 With regard to health, well-being and food, the Eco-Schools programme sets out that:
- People are part of the environment. We want both to be healthy. How does your school promote choices that are good for us and good for the environment?*
- 2.5.2 The Eco Council will hold at least one session each year to consider what the school could do to promote improved choices that support healthy living, including considering ways in which more can be done to encourage active travel.

2.6 TRANSPORT

2.6.1 With regard to transport, the programme sets out that:

Schools can do a lot to improve the way their staff and pupils travel. Can your school encourage pupils to try new modes of transport?

2.6.2 The Eco Council will hold at least one session each year to consider what the school could do to promote improved active and sustainable choices.

3. TARGETS AND MEASURES

3.1 BACKGROUND

3.1.1 A survey of students at Borrás Park Community Primary School has been undertaken to consider the way in which they currently travel to that school. Out of a total of 444 pupils asked:

- 312 stated they travelled by car, which was 70% of the total
- 121 stated they walked to school every day, equating to 27%
- 5 stated they travel to school by bus, equating to 2%,
- The remaining 6 stated they cycled to school, equating to 1%

3.1.2 It can be seen that active and low carbon travel equates to 30% of travel to the existing school. It is reasonable to use this target as the initial target for the Welsh medium school.

3.1.3 The targets and measures in this Chapter have been set out initially and can be updated by the Eco Council.

3.2 STUDENT TARGET

3.2.1 A reasonable short-term target for increasing travel by sustainable travel modes is 5%, with a 10% target or more in the longer term.

3.2.2 The following targets are initially being set to assess the success of the Travel Plan:

- On opening – 30% of students by sustainable travel modes;
- Within 1 year of opening – 32% of students by sustainable travel modes; and
- Within 3 years of opening – 34% of students by sustainable travel modes.

3.2.3 The progress towards the targets is to be monitored with an annual hands-up survey of students.

3.3 STAFF TARGET

3.3.1 Prior to school opening, staff will be informed of the car-share priority parking spaces, the location of the new cycle parking areas and information on the benefits of active travel.

3.3.2 There is no base data available for staff. A staff travel survey will be undertaken prior to the opening of the new schools with staff being asked how they intend to travel.

3.3.3 The targets will be set as follows:

- On opening – Achieve the sustainable travel proportions obtained from the surveys;
- Within 1 year of opening – increase sustainable travel by 5% from the baseline; and
- Within 3 years of opening – increase sustainable travel by 10% from the baseline.

3.3.4 The progress towards the targets is to be monitored with annual staff surveys.

3.4 MEASURES

3.4.1 The following measures are to be assessed by the head teacher and Eco Council, for implementation at the site. Measures are to be SMART i.e. they must be:-

- Site-specific;
- Measurable;
- Achievable;

- Realistic; and
- Time related.

3.4.2 To aid with the setting of SMART objectives, initial objectives are set out in the Table 3.1. Shorthand has been used, as follows:

- ES – Eco Council Student;
- ET – Eco Council Teacher; and
- H – Headteacher.

Table 3.1 Initial SMART Measures

Measure	Who?	When?	Last Done
Staff Car Sharing – Set up a car share database	H	Now	
Cycle Proficiency – Arrange with Health Schools Advisor	ET	Annually	
Road Safety Training – Request Kerb Craft Training from the Road Safety Officers	ET	Annually	
Active Travel – Engage with Health Promotion Service and Sports Officers to providing information on training for health issues and physical exercise	ET	Annually	
Active Travel – Make students and staff aware of the Wrexham Active Travel Map https://www.sustrans.org.uk/media/3004/wrexham-web-2014.pdf	ES	Ongoing	
Walking Bus – ES and ET to plan walking routes for walking buses to pick up as many students as possible(Within around 800m of the site). H to engage with parents and operate trial walking buses on Walk to School Weeks. Gauge success and consider implementing full-time	ES H	May and October	
Promote the use of the Green Cross Code - https://www.roadwise.co.uk/schools/using-the-road/green-cross-code/	ES ET	Ongoing	
Travel Plan Support – Consider joining Modeshift Stars (£30 fee per school)	H	Now	

3.5 MONITORING THE TRAVEL PLAN

3.5.1 The Travel Plan will be monitored through a hand's up survey of children and a separate survey of staff.

3.5.2 The Travel Plan results will be added below and the success of the measures which are being implemented will be reviewed at least annually.

Table 3.2 Annual Monitoring of Travel Modes

Year	Walk	Cycle	Bus	Total	On Target?
2020	27%	1%	2%	30%	
2021					Yes/No?

- 3.5.3 If the targets are not being met, consideration of what additional measures should be undertaken and the results monitored.

3.6 MORE HELP TO DELIVER THE TRAVEL PLAN

- 3.6.1 Modeshift Stars is the Centre of Excellence for the delivery of effective Travel Plans for schools and is recommended by the Eco Schools programme. Registration would be £30 for each school. The website is <https://www.modeshiftstars.org/>.
- 3.6.2 The scheme encourages schools to join in a major effort to increase levels of sustainable and active travel in order to improve the health and well-being of children and young people.
- 3.6.3 The scheme provides an online platform, accreditation framework and school travel awards. The aim of Modeshift Stars is to switch emphasis from Travel Plan documents to Travel Plan delivery, which aligns with the aims of this Travel Plan.

4. IMPROVING ROAD SAFETY

4.1 INTRODUCTION

- 4.1.1 We want the journey to school to be as safe as possible for all of our students, staff and visitors, to provide the best environment for those travelling by active modes.
- 4.1.2 The Borrass Park Community Primary School travel survey highlighted that some parents may not consider walking or cycling to school due to road safety concerns.
- 4.1.3 The measures set out in Table 3.1 should help towards road safety. This chapter considers further measures to help encourage safer active travel to school.

4.2 KEY MESSAGES

- 4.2.1 For every family group who walk to school, there is one less car parked near the school and one less car driving close to the school.
- 4.2.2 The more people who travel to the school by active travel modes, the safer the roads should become for all.
- 4.2.3 Speed is a factor in every accident. The Royal Society for the Prevention of Accidents states that there is a 1.5% of a pedestrian being fatality injured at 20mph, against an 8% chance at 30mph – that is a five-fold increase. Pedestrians can't get hurt by a car which isn't moving or is left at home!
- 4.2.4 The council undertook a speed survey which shows that 85% of drivers outside the school are travelling at or below the speed limit, this still leaves 15% who aren't! We want all drivers to think about the safety of children and keep below the speed limit, especially close to the school.

4.3 HIGHWAY SAFETY REVIEW

- 4.3.1 A study has been undertaken of the roads around the school, which found that there are very few road traffic accidents recorded on local streets. Even so, we can all do our bit to encourage safer travel to school. This includes:
- Practice and explore your local area and walking routes to school to find the ones that you are most comfortable with when with your children;
 - Encourage the use of crossing points across major roads on the network, notably, the A525, A5152, St Giles Way, Brook Street, B5425, Stryt Holt and Bridge Street. Crossing points are shown on the Wrexham Active Travel Map;
 - Where feasible, find a route which involves the minimum walking length along the above-named streets, aim to cross them at a suitable crossing point on as direct a route as possible;
 - For parents walking from Pandy, utilise the pedestrian overbridge to the A483;
 - Encourage crossing away from roundabouts, where feasible, and unless pedestrian crossing points are provided;
 - Encourage parents to consider the cycle route from their house to the school and assess the competence of their child to assess dangers along the route;
 - All cyclists to the school should wear a helmet, have lights and a well maintained cycle; and
 - Incorporate road safety into the curriculum and via assemblies.
- 4.3.2 Additional advice on active travel, particularly during social distancing can be accessed at <https://www.modeshiftstars.org/staysafegetactive/>.



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