

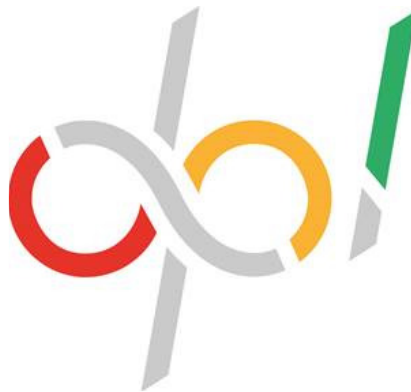


TRAVEL PLAN

**BARKER'S LANE CP SCHOOL
READ**

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None

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.

1.2 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 would be the headteacher and a Travel Plan Co-ordinator.
- 1.2.4 Travel by pupils has the largest impact on the local environment and this document has been written with these readers in mind.
- 1.2.5 To confirm the acceptance of the Travel Plan, appropriate commitments are set out within Chapter 3 for the head teacher and Travel Plan Co-ordinator.

1.3 MAXIMISING THE TRAVEL PLAN BENEFITS

- 1.3.1 This Travel Plan relates to the whole school, i.e. the Travel Plan has around three times the influence in terms of pupil and staff numbers than if it were solely applied to the extension.
- 1.3.2 The Travel Plan is to be updated to meet with the changing transport 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 PHASING OF DEVELOPMENT

- 1.5.1 The school would not be filled to capacity in its initial years, with the initial increase in pupil numbers occurring in the lower years and the school filling up as those pupils progress through the school years:

Table 1.1 Phasing of School Towards Capacity

School Year (September Start)	Full-Time	Part-Time
2020	210	30
2021	225	45
2022	240	45
2023	255	45
2024	270	45
2025	285	45
2026	300	45
2027 (Full Capacity)	315	45

- 1.5.2 The phasing is forecast to take around six years in total. As such, there are six years over which the forecast impacts would increase, thereby allowing a significant period of time over which to mitigate for observed impacts.
- 1.5.3 Any additional mitigation that may be required would be considered and discussed during this period of the school filling up.

2. SCHOOL SUSTAINABILITY POLICIES

2.1 INTRODUCTION

2.1.1 This Travel Plan aims to encourage sustainable travel. This Travel Plan has been written to align with existing policies at the school, which include:

- Policy for ESDGC (Education for Sustainable Development & Global Citizenship); and
- Food & Fitness Policy.

2.1.2 These policies are discussed below, followed by the recommended measures for the school to deliver a successful Travel Plan.

2.2 POLICY FOR ESDGC

2.2.1 The ESDG policy sets out aims to ensure children:

- *care for themselves, each other and their environment;*
- *are aware that their response to environmental issues will affect their quality of life.*
- *appreciate their role, making links between the school community, the local community and the global community;*
- *discover that, whatever they are studying, there are connections with the “big picture” of the wider world;*
- *gain skills and explore issues in ways which will enable them to make up their own minds and decide how to act – critically evaluating their own values and attitudes;*
- *develop skills which will enable them to challenge injustice, prejudice and discrimination;*
- *are ethically informed and ready to be active citizens of Wales and the wider world.*

2.2.2 The adoption of this Travel Plan aligns with core elements of the policy for ESDGC, most notably caring for the environment and being aware of environmental issues.

2.3 FOOD AND FITNESS POLICY

2.3.1 The aim of the Food and Fitness Policy is to:

To improve the health and wellbeing of Barker’s Lane school and community, ensuring all aspects of food and fitness are promoted to pupils, staff and visitors and establish and maintain a supportive environment conducive to the promotion of physical activity and good health.

2.3.2 The adopted of this Travel Plan aligns with the aim of the Food and Fitness Policy in promoting active travel to and from the school, which can help to promote physical activity, thereby improving health and wellbeing.

3. ROLES AND COMMITMENT

3.1 TRAVEL PLAN CO-ORDINATOR

- 3.1.1 A Travel Plan Co-ordinator would be appointed within the school, building on the policies discussed in Chapter 2.
- 3.1.2 The role of Travel Plan Co-ordinator for the school can be encompassed within the wider Policy for ESGC and the Food and Fitness Policy.
- 3.1.3 Encouraging pupils to work with the Travel Plan Co-ordinator would support the curriculum requirements set out in the policies discussed above.
- 3.1.4 On behalf of the school, we confirm that we have read this Travel Plan in full and are committed to improving our environment through delivering the Travel Plan Aims.

Travel Plan Co-ordinator – Staff Member Commitment (To Be Completed After Reading the Travel Plan)

NAME	Signature

3.2 HEAD TEACHER

- 3.2.1 The head teacher should actively engage with the Travel Plan Co-ordinator and provide the support and empowerment required to help increase active travel and reduce any residual parking issues.
- 3.2.2 The head teacher 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 Travel Plan Co-ordinator.
- 3.2.3 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

4. TARGETS

TARGETS

- 4.1.1 It is important to set targets for the Travel Plan to allow progress to be monitored and reviewed. Targets have been set for both pupils and staff.
- 4.1.2 The targets are initially being set over the first three years from opening. The targets would be reviewed annually and new targets set once the initial targets are met.

4.2 PUPIL TARGET

- 4.2.1 Based upon Travel Surveys for schools of a similar size, a reasonable baseline target for travel by sustainable travel modes of 30% of pupils is considered to be reasonable.
- 4.2.2 A reasonable short-term target for increasing travel by sustainable travel modes is 5%, with a 10% target or more in the longer term.
- 4.2.3 The following targets are being set to assess the success of the Travel Plan:
- On opening – 30% of pupils by sustainable travel modes;
 - Within 1 year of opening – 32% of pupils by sustainable travel modes; and
 - Within 3 years of opening – 34% of pupils by sustainable travel modes.
- 4.2.4 The progress towards the targets is to be monitored with an annual hands-up survey of pupils.

4.3 STAFF TARGET

- 4.3.1 There is no base data available for staff. A staff travel survey will be undertaken prior to the opening of the extended school with staff being asked how they intend to travel.
- 4.3.2 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.
- 4.3.3 The progress towards the targets is to be monitored with annual staff surveys.

5. MEASURES

5.1 INTRODUCTION

- 5.1.1 This chapter sets out the initial measures for the Travel Plan, to help encourage sustainable travel modes.

5.2 MEASURES

- 5.2.1 The following measures are to be assessed by the head teacher and Travel Plan Co-ordinator, for consideration at the site:
- Cycle parking – additional covered and secure cycle parking to be provided on-site as part of the school extension;
 - Car sharing (Staff) – provision of staff car sharing spaces within the site, giving priority to car sharers;
 - Car sharing (Parents) – provide information on the cost and time benefits of car sharing to parents to encourage a reduction in vehicle use to and from the site;
 - Electric vehicle charging – review the requirement for electric vehicle charging at the site and provide charging spaces, where required;
 - Cycle proficiency – discuss options for this with the Healthy Schools Advisor;
 - Road Safety Training – engage with council Road Safety Officers to undertake annual Kerb Craft Campaign training at the school;
 - Active Travel – engage with Health Promotion Service and Sports Officers to provide information and training on health issues and physical exercise;
 - Active Travel – Promote the Wrexham active travel map
<https://www.sustrans.org.uk/media/3004/wrexham-web-2014.pdf>;
 - Walking bus – engage with parents on the potential uptake of a walking bus. Plan a walking bus route based upon pupil's home addresses within 800m of the site and undertake trials as part of the national Walk to School Weeks in October and May. Consider how to implement this in the longer term; and
 - Promote the use of the Green Cross Code, which can be accessed online at <https://www.roadwise.co.uk/schools/using-the-road/green-cross-code/>.

6. BARKER'S LANE

6.1 INTRODUCTION

- 6.1.1 The Transport Statement which accompanied the planning application forecast the number of additional parking requirement relating to the increased occupancy of the school, following the extension being fully implemented.

6.2 SUMMARY OF FORECAST IMPACT

- 6.2.1 The forecast increase in available on-street car parking as a result of the new staff car park is 25 spaces in the morning and 19 in the evening. The additional spaces which are forecast to be available close to the school could mitigate the forecast increase in pupil-related vehicles. It should be noted that there is potential for some of the available car parking to be used more than once, particularly during the school drop-off period.
- 6.2.2 There is forecast to be no material impact relating to car parking on Barker's Lane following the implementation of the school extension once the school is filled to capacity due to the relocated staff car parking.

6.3 MITIGATION

- 6.3.1 Notwithstanding the forecast of nil-detriment on Barker's Lane, the Travel Plan could result in a further three spaces being available on-street if the 5% modal split target were achieved and six spaces if the 10% modal split target were achieved.

6.4 ADDITIONAL MEASURES

- 6.4.1 During the filling up period of the school, a period of six years, observations will be made regarding the operation of Barker's Lane during school pick-up and drop-off times.
- 6.4.2 Additional Travel Plan measures would be discussed with the highway authority to further mitigate any observed impacts as a result of the school extension.



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