









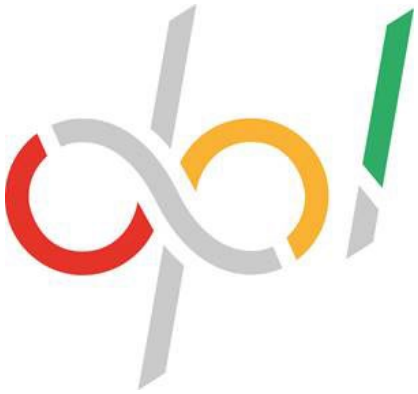


TRANSPORT UPDATE NOTE

YSGOL I D HOOSON

DOCUMENT QUALITY CONTROL			
Project Number	2025427	Report Number	003
Report Title	Transport Update Note		
Issue	Status	Date	Approved
-	First Issue	November 2025	D Sagstad

Development Planning Limited
Old Barn 418 Aberford Road
Stanley
Wakefield
WF3 4AA
01924 684 000
info@devplanning.co.uk
www.devplanning.co.uk
Company Number : 08771328



A CARBON NEUTRAL COMPANY

WE ARE PROUD TO BE OFFSETTING
ALL OUR OPERATIONAL BUSINESS
CARBON EMISSIONS THROUGH
INTERNATIONALLY CERTIFIED PROJECTS.

FOR THE PLANET AND FOR THE FUTURE

Contents

1. Executive Summary 1
2. Introduction 5
3. Car Park Size 6
4. Travel Plan Delivery – Years 0 to 5 9
5. Travel Plan Delivery Years 6 to 12 18

Appendices

None

1. EXECUTIVE SUMMARY

1.1 BACKGROUND

1.1.1 This Transport Update Note has been produced to respond to comments raised by the highway authority with regard to the currently submitted planning application proposals.

1.1.2 The key highway concerns fall into two broad categories:

- Car park size; and
- Travel Plan delivery.

1.1.3 These categories are dealt with in this report.

1.2 CAR PARK SIZE

1.2.1 The existing car park capacity is 57 spaces, of these 33 are available for pupil-related vehicles by school opening.

1.2.2 For the Phase 2 proposals, there are physical measures proposed which would increase both the car park size and the efficiency of car park operation:

- Additional car parking within the site – 5 spaces; and
- Revised internal parking arrangements to improve circulation and reduce turning movements.

1.2.3 CSS Wales parking standards sets out that:

Experience has shown that a minimum of 15 car spaces will be required for most other types of schools. Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase (up to 50) may be desirable.

1.2.4 The school's car park exceeds that which would typically be allowable under Welsh standards.

1.2.5 The potential impact of providing a large car park for a school is that the facility is both convenient and easy to use for carers and parents escorting a pupil to/ from school.

1.2.6 Given that a high proportion of pupils could reasonably walk or cycle, the design of the school site becomes a major behavioural signal:

- Generous on-site parking and easy vehicle access promote the perception that arriving by car is the normal and endorsed mode; and
- Conversely, constrained parking, coupled with high-quality walking/cycling routes and good bus/coach arrangements, supports the Active Travel expectation that non-car modes are the default.

1.2.7 A large car park therefore cuts directly across the policy presumption that school trips are a key focus for modal shift and behaviour change.

1.3 TRAVEL PLAN STYLE

1.3.1 The style of Travel Plan submitted for the planning application follows the format of similar school Travel Plans which have been approved across the region. The style of Travel Plan is accessible to pupils, parents/ carers, staff and headteachers.

1.3.2 By creating a Travel Plan which is accessible to all groups, including those who have the greatest influence – the pupils – a successful Travel Plan can be agreed and delivered.

1.3.3 An overly technical and long travel Plan would not be as accessible to such a wide audience and may not be as successful as buy-in and commitments may be harder to deliver.

1.4 TRAVEL PLAN DELIVERY YEARS 0 TO 5

1.4.1 The distance of pupils home addresses from the school for the 2025 intake year have been provided by the education authority. The distance which has been utilised is actual travel distance (as oppose to crow-fly distances which do not take into account routing to/ from the school).

1.4.2 The pupil's distances from the school are summarised below:

- Less than 1km – 66 pupils;
- Between 1km and 1 mile – 70 pupils;
- Between 1 mile and 2km – 30 pupils; and
- Above 2km – 51 pupils.

1.4.3 For the purposes of this assessment, 2km is assumed to be the maximum distance travelled by active travel modes to school.

1.4.4 Utilising National Travel Survey Data, 54% of pupils could reasonably be travelling to the school by active travel modes without any material interventions such as a Travel Plan being applied.

1.4.5 The existing mode share by active travel modes to the school is 22.1%, which is significantly below the proportion which can be calculated utilising National Travel Survey Data.

1.4.6 It is reasonable to conclude that the existing size and ease of use of the on-site school car park is encouraging pupil travel by car.

1.4.7 The overall Travel Plan strategy focusses on two key areas:

- Restricting car park size (and access to the car park); and
- Implementing Travel Plan measures to encourage sustainable travel.

1.4.8 The first implementation for the Travel Plan has been discussed with the school. The appropriate first point for the Travel Plan to be delivered is prior to construction.

1.4.9 During construction there will be car parking spaces lost on site to accommodate the work activities that are required to extend the school. The forecast loss of car parking during construction is 9 spaces, reducing the car park size from the proposed 62 spaces to 53 spaces.

1.4.10 A letter will be sent out to all parents/ carers explaining that construction work on site will reduce the on-site car parking and setting out that all parents are encouraged to:

- Walk to the site, where feasible;
- Cycle to the site, where feasible; and
- Car share, where feasible.

1.4.11 The encouragement to use active travel and car sharing will be supported by restrictions on access to the car park utilising car parking passes, as follows:

- Stage 1 – Permits to be granted to those with blue badges; and

- Stage 1 – no access to the school car park for any parents/ carers who liver within 1km of the site.

1.4.12 As the Travel Plan progresses over its initial 5 years, additional car parking spaces will be removed (blocked by planters or similar) and the car park access restrictions reviewed to ensure that on-street parking does not occur as a result of the restricted car park size.

1.4.13 The Travel Plan targets have been reviewed and confirm that over the first 5 years of the operation of the Travel Plan they amount to around:

- The car share target is equivalent to 1 to 2 additional parents/ carers taking up car sharing per year.
- The target increase in pupil cyclist/scooter users for the initial 5 years is equivalent to 2 additional pupils cycling/ scootering to school per year.
- The mode share by walking is 21.6% in the baseline. This increases to a target of 26% by Year 5. The target annual increase is 1% per annum (3 pupils).
- Target loss of 2 car parking spaces per year.

1.4.14 The mode share target of 26% by walking would need to be reviewed during the construction period, as a baseline of 58% walking could be more realistic once the car park restrictions are put in place.

1.4.15 To deliver the mode share change, the following measures are proposed within the Travel Plan:

During Construction

- New covered/ secure cycle and scooter storage for pupils and staff – encouraging active travel;
- Staff lockers to accommodate outerwear;
- Improved crossing facilities at the site access mini-roundabout;
- EV chargers to be provided within car park (with priority access provided to car sharers); and
- Car share priority spaces for staff to be allocated to encourage car sharing.

During Operation

- Continuance and updating of the Travel Plan for a minimum of 10 years;
- Annual hands up survey of pupils and travel survey of staff;
- Bi-annual car park surveys (at school drop-off and pick-up);
- Involve Eco Council in the Travel Plan delivery;
- Involve school governors in the Travel Plan delivery;
- Review cycle and scooter parking utilisation and deliver additional provision, if required;
- 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 additional charging spaces, where required. Provide car sharers with priority access to EV charging;
- School cycle training – Continue taking part in WCBC's cycle training;
- Take part in opportunities by WCBC for Child Pedestrian Training;
- Road Safety Training – engage with council Road Safety Officers to undertake annual Kerbcraft 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;

- Walking bus – engage with WCBC and 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. Review with WCBC how to implement a walking bus in the longer term. WCBC offer support for preparing a walking bus; 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/.

1.4.16 The proposed Travel Plan, with accompanying car park access restrictions, are considered to be suitable for delivering the mode shift change over years 1 to 5.

1.5 TRAVEL PLAN DELIVERY YEARS 6 TO 12

1.5.1 It is important to note that the Travel Plan would be operating within the currently approved pupil capacity for the first 6 years of its operation. Only following that point would the available school capacity be filled – over the subsequent 7 years.

1.5.2 The Travel Plan would have been operational and monitored for a minimum period of around 6 years from first inception (at the start of construction) prior to the school being filled to its new Phase 2 capacity.

1.5.3 The typical methodology for filling a school is from the early years upwards. In the first year, early years pupils are taken in to fill the additional spaces in that age bracket.

1.5.4 As those pupils move through the school years, all classes would become full around 7 years following the first new intake.

1.5.5 Six months prior to Phase 2 opening for pupils, the school will submit an updated Travel Plan setting out the success of the Travel Plan to date, the measures which are showing greatest modal shift and the measures to be delivered across years 6 to 12, as the school fills up.

1.5.6 A meeting will be held with the highway authority to agree whether any of the restricted parking spaces may need to be reopened up to accommodate the intake of additional pupils over the period from Year 6 to Year 12.

1.5.7 There are three potential outcomes from the meeting with the highway authority:

- The Travel Plan has been shown to be fully successful in encouraging sustainable mode share and there is no need to reopen any part of the car park;
- The Travel Plan has been shown to be successful in encouraging sustainable mode share, however there is a requirement to reopen spaces incrementally over years 6 to 12 to accommodate longer distance pupils; or
- The Travel Plan has been largely successful, however requires an incremental reopening of the car parking spaces to accommodate longer distance pupils and additional parking restrictions may be required.

2. INTRODUCTION

2.1 BACKGROUND

2.1.1 This Transport Update Note has been produced to respond to comments raised by the highway authority with regard to the currently submitted planning application proposals.

2.1.2 The key highway concerns fall into two broad categories:

- Car park size; and
- Travel Plan delivery.

2.1.3 These categories are dealt with in this report.

2.2 CAR PARK SIZE

2.2.1 The highway authority have requested an increase in car parking size to accommodate the proposed Phase 2 expansion of the site.

2.2.2 The highway authority's request is based upon the current utilisation of the car park.

2.2.3 Car park size is discussed in Chapter 2.

2.3 TRAVEL PLAN DELIVERY

2.3.1 The highway authority have requested additional information be provided in terms of delivering the Travel Plan. The Travel Plan delivery has been discussed with both the school and the education authority. The updated Travel Plan delivery strategy is set out in Chapter 3.

3. CAR PARK SIZE

3.1 BACKGROUND

3.1.1 This chapter discusses the existing and proposed size of the car park.

3.2 CAR PARKING PROVISION

3.2.1 The existing car park capacity is 57 spaces, of these 33 are available for pupil-related vehicles by school opening.

3.2.2 For the Phase 2 proposals, there are physical measures proposed which would increase both the car park size and the efficiency of car park operation:

- Additional car parking within the site – 5 spaces; and
- Revised internal parking arrangements to improve circulation and reduce turning movements.

3.2.3 With the proposed car park alterations, the circulatory operation would remove dead-end aisles and reduce vehicle/ vehicle and vehicle/ pedestrian conflicts with all vehicles travelling around the car park in a single direction.

3.2.4 With cars travelling around the car park in a single direction (as oppose to both ways along the aisle), there would be additional residual space for pedestrians and vehicle manoeuvres.

3.3 CAR PARKING STANDARDS

3.3.1 The existing school has a gross internal floorspace of 2,026sqm. Local Planning Guidance Note No.16 includes car parking standards for school as follows:

- 2 car spaces plus; and
- 1 car space per 25sqm of gross floor space.

3.3.2 The car parking requirement for the existing school, based upon the local car parking standards is 2 plus 81 spaces, which is 83 spaces.

3.3.3 The local car parking standards result in a significant overprovision of school car parking when compared to Wales Parking Standards 2014. For a primary school, Wales Parking Standards would require:

- 1 commercial vehicles space; and
- 1 space per member of teaching staff; and
- 3 visitor spaces.

3.3.4 The standards go on to confirm that:

Experience has shown that a minimum of 15 car spaces will be required for most other types of schools. Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase (up to 50) may be desirable.

3.3.5 Based upon the existing operation of the school, there are 24 spaces which are full during the school day, which suggests that the appropriate number of car parking spaces for staff is currently 24. With 3 visitor spaces, the car park could be as small as 27 spaces to meet with CSS Wales standards.

3.3.6 The local car parking standards exceed those generally applied across Wales.

3.4 IMPACT OF CAR PARKING PROVISION

3.4.1 The potential impact of providing a large car park for a school is that the facility is both convenient and easy to use for carers and parents escorting a pupil to/ from school.

3.4.2 The CSS Wales "Wales Parking Standards" (2008 and the 2014 refresh) – which sit behind multiple SPGs across Welsh authorities – are explicit that:

- They provide maximum rather than minimum standards in most land-use classes, including educational establishments;
- Standards are to be applied alongside sustainability and accessibility criteria (e.g. zone-based or Appendix/Schedule criteria) allowing reductions where a site is accessible by walking, cycling and public transport;
- The purpose is a transparent and consistent approach to parking that supports sustainable travel policies, rather than simply meeting unconstrained car demand.

3.4.3 Welsh Government's Active Travel (Wales) Act and associated design and school-focused guidance expect schools and authorities to promote active journeys to education:

- Guidance on Active Travel to School reports that roughly three-quarters of secondary pupils in Wales live within a 15-minute cycle of their school, and a significant proportion of primary pupils live within a short walk.
- Active travel school plan guidance and recent monitoring-framework work emphasise school travel plans, slowing traffic and reallocating space around schools to favour walking and cycling.

3.4.4 Given that a high proportion of pupils could reasonably walk or cycle, the design of the school site becomes a major behavioural signal:

- Generous on-site parking and easy vehicle access promote the perception that arriving by car is the normal and endorsed mode.
- Conversely, constrained parking, coupled with high-quality walking/cycling routes and good bus/coach arrangements, supports the Active Travel expectation that non-car modes are the default.

3.4.5 A large car park therefore cuts directly across the policy presumption that school trips are a key focus for modal shift and behaviour change.

3.4.6 Instead, the proposals are focussed on delivering a real change to existing travel modes, within an appropriately sized car park.

3.4.7 Chapter 3 demonstrates that the large car park encourages the use of cars, as oppose to active travel modes – contrary to the requirements of the Active Travel (Wales) Act.

3.4.8 Chapter 4 sets out the Travel Plan delivery for the filling of Phase 2 of the proposals.

3.5 SUMMARY

3.5.1 The existing car park capacity is 57 spaces, of these 33 are available for pupil-related vehicles by school opening.

3.5.2 For the Phase 2 proposals, there are physical measures proposed which would increase both the car park size and the efficiency of car park operation:

- Additional car parking within the site – 5 spaces; and
- Revised internal parking arrangements to improve circulation and reduce turning movements.

3.5.3 CSS Wales parking standards sets out that:

Experience has shown that a minimum of 15 car spaces will be required for most other types of schools. Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase (up to 50) may be desirable.

3.5.4 The school's car park exceeds that which would typically be allowable under Welsh standards.

3.5.5 The potential impact of providing a large car park for a school is that the facility is both convenient and easy to use for carers and parents escorting a pupil to/ from school.

3.5.6 Given that a high proportion of pupils could reasonably walk or cycle, the design of the school site becomes a major behavioural signal:

- Generous on-site parking and easy vehicle access promote the perception that arriving by car is the normal and endorsed mode; and
- Conversely, constrained parking, coupled with high-quality walking/cycling routes and good bus/coach arrangements, supports the Active Travel expectation that non-car modes are the default.

3.5.7 A large car park therefore cuts directly across the policy presumption that school trips are a key focus for modal shift and behaviour change.

4. TRAVEL PLAN DELIVERY – YEARS 0 TO 5

4.1 INTRODUCTION

4.1.1 Since the submission of the Travel Plan, additional assessment on potential travel modes has been undertaken based upon the home location of pupils.

4.1.2 In addition, a meeting has been held with the school and the education authority to confirm a strategy for delivering the Travel Plan.

4.2 TRAVEL PLAN STYLE

4.2.1 The style of Travel Plan submitted for the planning application follows the format of similar school Travel Plans which have been approved across the region. The style of Travel Plan is accessible to pupils, parents/ carers, staff and headteachers.

4.2.2 By creating a Travel Plan which is accessible to all groups, including those who have the greatest influence – the pupils – a successful Travel Plan can be agreed and delivered.

4.2.3 An overly technical and long travel Plan would not be as accessible to such a wide audience and may not be as successful as buy-in and commitments may be harder to deliver.

4.3 PUPIL LOCATIONS

4.3.1 For pupil safe guarding reasons, the home locations of pupils are not included within this report. The highway authority have been provided with a plan showing the home location of pupils and walk distances, which should be read in conjunction with this chapter.

4.3.2 The distance of pupils home addresses from the school for the 2025 intake year have been provided by the education authority. The distance which has been utilised is actual travel distance (as oppose to crow-fly distances which do not take into account routing to/ from the school).

4.3.3 The pupils' distances from the school are summarised below:

- Less than 1km – 66 pupils;
- Between 1km and 1 mile – 70 pupils;
- Between 1 mile and 2km – 30 pupils; and
- Above 2km – 51 pupils.

4.3.4 For the purposes of this assessment, 2km is assumed to be the maximum distance travelled by active travel modes to school.

4.3.5 The National Travel Survey sets out that:

- 82% of journeys to primary school, by pupils, of less than 1 mile are made by active travel modes; and
- 24% of journeys to primary school, by pupils, who live between 1 mile and 2 miles are made by active travel modes.

4.3.6 It is reasonable to assert that this is the baseline against which travel to the school should be assessed – i.e. for the school to tend towards the national average.

4.3.7 The table below summarises the mode share, based upon National Travel survey Data.

Table 4.1 Mode Share Based Upon National Travel Survey

Distance	Pupils	Active Travel Modes	Car-Based Modes
Less than 1km	66	54 (82%)	12 (18%)
Between 1km and 1 mile	70	57 (82%)	13 (18%)
Between 1 mile and 2km	30	7 (24%)	23 (76%)
Over 2km	51	0	51 (100%)
Total	217	118	99
Percent	100%	54%	46%

4.3.8 The above table does not take into account the average of 1.5 pupils by car. As such, the total number of pupil cars is less than the number who travel by car.

4.3.9 It can be seen that, utilising National Travel Survey Data that, 54% of pupils could reasonably be travelling to the school by active travel modes without any material interventions such as a Travel Plan being applied.

4.3.10 The existing mode share by active travel modes is 22.1%, which is significantly below the proportion which can be calculated utilising National Travel Survey Data.

4.3.11 It is reasonable to conclude that the existing size and ease of use of the on-site school car park is encouraging pupil travel by car. Indeed, it is reasonable to assert that a mode share change of 31.9% could be achieved for the school by restricting the car parking size and making travel by car less convenient.

4.3.12 The school car park currently results in 75.8% of pupils travelling by car, against an 'average' from the National Travel Survey of 46% (when applied to the travel distances to this school).

4.3.13 The National Travel Survey proportions allow for those who live within 1 mile to continue driving to the site. There would be restrictions on car park access implemented to prevent this. As such, the baseline proportion of pupils by active Travel modes upon implementation of the Travel Plan should be higher than 54%.

4.3.14 The overall Travel Plan strategy focusses on two key areas:

- Restricting car park size (and access to the car park); and
- Implementing Travel Plan measures to encourage sustainable travel.

4.4 TRAVEL PLAN – FIRST IMPLEMENTATION

4.4.1 The first implementation for the Travel Plan has been discussed with the school. The appropriate first point for the Travel Plan to be delivered is prior to construction.

4.4.2 The construction period is forecast to be in the region of 12 months, as such, the Travel Plan will be in operation for at least 12 months prior to first opening.

4.4.3 During construction there will be car parking spaces lost on site to accommodate the work activities that are required to extend the school. The forecast loss of car parking during construction is 9 spaces, reducing the car park size from the proposed 62 spaces to 53 spaces.

4.4.4 A letter will be sent out to all parents/ carers explaining that construction work on site will reduce the on-site car parking and setting out that all parents are encouraged to:

- Walk to the site, where feasible;
- Cycle to the site, where feasible; and
- Car share, where feasible.

4.4.5 The letter will also set out that the school has adopted a Travel Plan and that future restrictions on car park size require parents/ carers to travel to the school by sustainable travel modes. The letter will set out the benefits of active travel and summarise the measures which the school will be implementing during the construction phase to encourage parents/ carers during the construction and subsequent full reopening of the school.

4.5 CAR PARK RESTRICTION

4.5.1 The encouragement to use active travel and car sharing will be supported by restrictions on access to the car park utilising car parking passes, as follows:

- Stage 1 – Permits to be granted to those with blue badges; and
- Stage 1 – no access to the school car park for any parents/ carers who live within 1km of the site.

4.5.2 A member of staff would monitor the school gates and ensure that only those with a permit would be allowed into the school car park.

4.5.3 Restricting those with the shortest travel distance to the school has a low likelihood of parents/ carers parking on-street to access the school to avoid the car park restriction. The the total travel time to load a car, reverse from drive, travel to the school, park circa 150m+ from the school, unload the car and walk150m+ to/ from the school is unlikely to be preferred to a short walk – which could take a similar overall time.

4.5.4 The forecast impact of preventing parents/ carers within 1km of driving to the site of driving to the school are set out below.

Table 4.2 Mode Share Based Upon National Travel Survey and Parking Restriction

Distance	Pupils	Active Travel Modes	Car-Based Modes
Less than 1km	66	66 (100%)	0 (0%)
Between 1km and 1 mile	70	57 (82%)	13 (18%)
Between 1 mile and 2km	30	7 (24%)	23 (76%)
Over 2km	51	0	51 (100%)
Total	217	130	87
Percent	100%	60%	40%

4.5.5 It can be seen from Table 4.2 that the mode share by active travel modes could further increase, to 60%, with the restricted access to the car park. Please note, this value excludes those with blue badges, who would still be able to access the school grounds.

4.5.6 The success of the Stage 1 measures will be assessed during construction. The operation of the car park will be monitored on a, minimum, or a weekly basis at school start and end times.

4.5.7 The impact of the restricted car park on on-street parking will also be monitored.

4.5.8 Should further restrictions be required, the school could then move to Stage 2, which would restrict access to the car park for parents/ carers who live within 1 mile of the school. This measure will be undertaken, if it is required to prevent overspill parking onto the public highway.

4.5.9 Once construction is complete, the 9 spaces which were unavailable for parking during construction would be barriered off. Similar schemes for schools to barrier off car parking have been undertaken with planters – which are attractive, form a physical barrier to accessing the car parking spaces and are removable.

4.5.10 As the Travel Plan progresses over its initial 5 years, additional car parking spaces will be removed and the car park access restrictions reviewed to ensure that on-street parking does not occur as a result of the restricted car park size. An additional 2 parking spaces per year would be barriered off and the car park access restrictions reviewed.

4.6 TRAVEL PLAN – YEARS 1 TO 5

4.6.1 It is not expected that Phase 2 of the school would become filled until 5 years from first opening. In order to officially increase the school's intake for Phase 2, the education authority first needs to undertake a number of exercises and approvals.

4.6.2 As such, during the first 5 years, the school capacity is not expected to exceed 315 pupils (the current capacity).

4.6.3 During this time, the school will work with the education authority and highway authority to implement and monitor the Travel Plan.

4.6.4 On an ongoing basis, the success of the Travel Plan will be reviewed, alongside the operation of the car park.

4.6.5 To support the delivery of the Travel Plan, two additional car parking spaces will be barriered off each year, resulting in the following number of unavailable car parking spaces:

- Construction phase – 9 spaces;
- Year 1 – 11 spaces;
- Year 2 – 13 spaces;
- Year 3 – 15 spaces;
- Year 4 – 17 spaces; and
- Year 5 – 19 spaces.

4.6.6 During the first 5 years of operation of the school car park, the total car park capacity (from the peak of 62 constructed spaces) would be 43 spaces after 5 years of operation.

4.6.7 Prior to the school's intake increasing, there would be 43 car parking spaces, of which 24 would be utilised for staff. The available on-site car parking available at pick-up and drop-off would be 19.

4.6.8 The total available car park size of 43 spaces exceeds those within the Wales CSS standards. The proposals for 43 spaces more closely align with the maximum of 50 spaces set out in Wales CSS standards:

*Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase **(up to 50)** may be desirable.*

4.6.9 The proposals to reduce the available car parking over time align with the Active Travel (Wales) Act, good practice and would support the delivery of the Travel Plan.

4.7 TRAVEL PLAN TARGETS

4.7.1 The Travel Plan targets are set out within the Travel Plan As follows:

Table 4.2 Travel Plan Targets

Mode	Baseline	By Year 2	By Year 5	By Year 10
Car	75.8%	72% (5% less pupils by car)	68% (10% less pupils by car)	<65%
Average Pupils per Car	1.5	1.6 (5% more pupils per car)	1.7 (10% more pupils per car)	>1.7
Average Cars per 100 Pupils (All Pupils)	50.5	45 (10% reduction in cars)	40 (20% reduction in cars)	<40
Bus	0.5%	0.5%	0.5%	0.5%
Foot	21.6%	24%	26%	>28%
Cycle/ Other (such as scooter	2.1%	3.5%	5.5%	>6.5%

4.7.2 It can be seen that the Travel Plan targets include:

- Increase in pupils per car from a baseline of 1.5 to 1.7 by Year 5; and
- Increase in active travel from 23.7% to 31.5%.

4.7.3 The deliverability of these targets is discussed below.

4.8 DELIVERABILITY OF CAR SHARE TARGET

4.8.1 The car share target is for an increase in pupils per car from the current 1.5 to a proposed 1.7. This increase would be result from parents/ carers taking pupils from along their route to school. The proximity of pupil home locations to each other shows that there is significant opportunity for this to occur.

4.8.2 Car sharing would be particularly advantageous to those who live a distance away from the school, as a return trip (home-school-home) could be avoided for some. Car sharing could include car-trip sharing, where one parent/ carer takes the pupils of certain days of the week, with the second parent/ carer undertaking the residual days.

4.8.3 The year-on-year car share change is an average increase of 2% of pupils in each car per year. With an average of 1.5 pupils per car (in the baseline). A 2% change could be delivered by an additional one to two parents/ carers taking another child with them to/ from school.

4.8.4 The car share target will be further reinforced with the restricted access to the car park.

4.8.5 The target change of one to two parents per year taking up car sharing (when they didn't before) is considered to be a reasonable and realistic car share target.

4.8.6 The car share target is equivalent to 1 to 2 parents/ carers taking up car sharing per year.

4.9 DELIVERABILITY OF THE CYCLING/ SCOOTER TARGET

4.9.1 The existing mode share of pupils by cycle/ scooter is 2.1%. This is equivalent to around 6 to 7 child cycles/ scooters for the baseline (for the 315 pupil school capacity). The school currently has a cycle stand which can accommodate these cycles.

4.9.2 Through the Travel Plan the school would be providing School cycle training by taking part in WCBC's cycle training. This measure would improve the ability of pupil cyclists and help to deliver on the target.

4.9.3 The highway authority require cycle parking provision to be provided to their cycle parking standards. The highway authority confirmed that they require 48 additional cycle parking spaces for the proposals, which are shown on the proposed plans. The 48 spaces includes 36 spaces outside the new classrooms and a new 12 space stand near the studio hall.

4.9.4 The proposed cycling/ scooting target is 5.5% of pupils by Year 5 (increasing annually from 2.1% baseline). Over the 5 years, the target increase in cycle use equates to 17 cycle/ scooter spaces being utilised (based upon 315 pupil capacity). From a baseline of 6 to 7 cyclists, this is an increase of around 10 pupil cycle/ scooter users over the 5-year period.

4.9.5 The target change of one to two parents per year taking up car sharing (when they didn't before) is considered to be a reasonable and realistic car share target.

4.9.6 The forecast change of two pupils per year taking up cycling/ scooting (when they didn't before) is considered to be a reasonable and realistic target.

4.9.7 The target increase in pupil cyclist/scooter users for the initial 5 years is equivalent to 2 additional pupils cycling/ scootering to school per year.

4.9.8 It should be noted that the highway authority standards are for 48 additional cycle parking spaces. In order for this request to be justified in planning terms, it must follow that the highway authority consider there to be a reasonable likelihood of the cycle parking spaces being utilised. The planning tests require planning conditions to be necessary, relevant (to planning and the development) and reasonable.

4.9.9 It is reasonable to assert, based upon the local cycle parking standards, that there is potential for additional pupil travel by cycle/ scooter, over and above the target set in the Travel Plan. Opportunities for this will be reviewed as part of the operation of the Travel Plan and additional encouragement provided, as appropriate and agreed with the highway authority.

4.10 DELIVERABILITY OF WALKING TARGET

4.10.1 The mode share by walking is 21.6% in the baseline. This increases to a target of 26% by Year 5. The target annual increase is 1% per annum.

4.10.2 Through the Travel Plan the school would be providing WCBS Child Pedestrian Training, promote the Green Cross Code, WCBC Kerbcraft campaign and provide a walking bus. These measures would improve the ability and knowledge of pupil pedestrians and help to deliver on the target.

4.10.3 During construction, restrictions are proposed to the car park which will enforce an increase in walking from the local area. Table 4.2 sets out that 60% of travel to/ from the school could be achieved with car park access restrictions – based upon local travel conforming to the 'average'. With the baseline of 2.1% of pupils cycling, there is potential for the baseline mode share by walking to be in the region of 58%. This proportion could vary, as cycle/ scooter use increases.

4.10.4 It is expected that the proportion of those walking could further increase over time, as those observing others walking are more likely to do so.

4.10.5 The mode share target of 26% by walking would need to be reviewed during the construction period, as a baseline of 52% walking could be more realistic once the car park restrictions are put in place.

4.10.6 In order to encourage walking to the site, the highway authority have confirmed that improvements must be made to the site access. The proposals are for four new dropped-kerb pedestrian crossing points to be implemented at the site access roundabout.

4.10.7 The improvement measures were required by the highway authority and, therefore, must reasonable pass the planning policy tests of being necessary, relevant (to planning and the development) and reasonable.

4.10.8 It is reasonable to assert that the proposals for improve pedestrian access to the scheme could help to deliver the Travel Plan targets.

4.10.9 Importantly, the development proposals would restrict access to the car park. This restriction would demonstrate to parents/ carers that the school are prioritising active travel modes (in line with the Active Travel (Wales) Act). The restriction would also reduce the number of car movements close to, and within, the school grounds. The reduced number of vehicles would improve the perception of safety for active travellers and provide further encouragement to utilise sustainable travel modes.

4.10.10 The walking target has been shown to be deliverable.

4.11 SUMMARY

4.11.1 The distance of pupils' home addresses from the school for the 2025 intake year have been provided by the education authority. The distance which has been utilised is actual travel distance (as oppose to crow-fly distances which do not take into account routing to/ from the school.

4.11.2 The pupil's distances from the school are summarised below:

- Less than 1km – 66 pupils;
- Between 1km and 1 mile – 70 pupils;
- Between 1 mile and 2km – 30 pupils; and
- Above 2km – 51 pupils.

4.11.3 For the purposes of this assessment, 2km is assumed to be the maximum distance travelled by active travel modes to school.

4.11.4 It can be seen that, utilising National Travel Survey Data that, 54% of pupils could reasonably be travelling to the school by active travel modes without any material interventions such as a Travel Plan being applied.

4.11.5 The existing mode share by active travel modes to the school is 22.1%, which is significantly below the proportion which can be calculated utilising National Travel Survey Data.

4.11.6 It is reasonable to conclude that the existing size and ease of use of the on-site school car park is encouraging pupil travel by car.

4.11.7 The overall Travel Plan strategy focusses on two key areas:

- Restricting car park size (and access to the car park); and
- Implementing Travel Plan measures to encourage sustainable travel.

4.11.8 The first implementation for the Travel Plan has been discussed with the school. The appropriate first point for the Travel Plan to be delivered is prior to construction.

4.11.9 During construction there will be car parking spaces lost on site to accommodate the work activities that are required to extend the school. The forecast loss of car parking during construction is 9 spaces, reducing the car park size from the proposed 62 spaces to 53 spaces.

4.11.10 A letter will be sent out to all parents/ carers explaining that construction work on site will reduce the on-site car parking and setting out that all parents are encouraged to:

- Walk to the site, where feasible;
- Cycle to the site, where feasible; and
- Car share, where feasible.

4.11.11 The encouragement to use active travel and car sharing will be supported by restrictions on access to the car park utilising car parking passes, as follows:

- Stage 1 – Permits to be granted to those with blue badges; and
- Stage 1 – no access to the school car park for any parents/ carers who liver within 1km of the site.

4.11.12 As the Travel Plan progresses over its initial 5 years, additional car parking spaces will be removed and the car park access restrictions reviewed to ensure that on-street parking does not occur as a result of the restricted car park size.

4.11.13 The Travel Plan targets have been reviewed and confirm that over the first 5 years of the operation of the Travel Plan they amount to around:

- The car share target is equivalent to 1 to 2 parents/ carers taking up car sharing per year.
- The target increase in pupil cyclist/scooter users for the initial 5 years is equivalent to 2 additional pupils cycling/ scootering to school per year.
- The mode share by walking is 21.6% in the baseline. This increases to a target of 26% by Year 5. The target annual increase is 1% per annum (3 pupils).
- Target loss of 2 car parking spaces per year.

4.11.14 The mode share target of 26% by walking would need to be reviewed during the construction period, as a baseline of 58% walking could be more realistic once the car park restrictions are put in place.

4.11.15 To deliver the mode share change, the following measures are proposed within the Travel Plan:

During Construction

- New covered/ secure cycle and scooter storage for pupils and staff – encouraging active travel;

- Staff lockers to accommodate outerwear;
- Improved crossing facilities at the site access mini-roundabout;
- EV chargers to be provided within car park (with priority access provided to car sharers); and
- Car share priority spaces for staff to be allocated to encourage car sharing.

During Operation

- Continuance and updating of the Travel Plan for a minimum of 10 years;
- Annual hands up survey of pupils and travel survey of staff;
- Bi-annual car park surveys (at school drop-off and pick-up);
- Involve Eco Council in the Travel Plan delivery;
- Involve school governors in the Travel Plan delivery;
- Review cycle and scooter parking utilisation and deliver additional provision, if required;
- 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 additional charging spaces, where required. Provide car sharers with priority access to EV charging;
- School cycle training – Continue taking part in WCBC's cycle training;
- Take part in opportunities by WCBC for Child Pedestrian Training;
- Road Safety Training – engage with council Road Safety Officers to undertake annual Kerbcraft 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;
- Walking bus – engage with WCBC and 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. Review with WCBC how to implement a walking bus in the longer term. WCBC offer support for preparing a walking bus; 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/.

4.11.16 The proposed Travel Plan, with accompanying car park access restrictions, are considered to be suitable for delivering the mode shift change over years 0 to 5.

5. TRAVEL PLAN DELIVERY YEARS 6 TO 12

5.1 INTRODUCTION

5.1.1 The Travel Plan would have been operational and monitored for a minimum period of around 6 years from first inception (at the start of construction) prior to the school starting to fill towards to its new Phase 2 capacity.

5.1.2 The Phase 2 capacity of the school is 420 pupils. This is an increase from a 1.5 form entry school to a 2 form entry school.

5.2 FILLING THE SCHOOL

5.2.1 The typical methodology for filling a school is from the reception upwards. In the first year, reception pupils are taken in to fill the additional spaces in that age bracket.

5.2.2 As those pupils move through the school years, all classes would become full around 7 years following the first new intake. This is an incremental increase of around 15 pupils per year (a circa 5% increase in pupils year on year from years 6 to 12.

5.2.3 The filling of the school would be undertaken incrementally over the 7 year period.

5.2.4 As such, the increased pupils capacity of the school could be in the region of:

- Year 5 – 315 pupils;
- Year 6 – 330 pupils (+15 in reception);
- Year 7- 345 pupils; (15 from reception move to Year 1 and +15 in reception)
- Year 8 – 360 pupils;
- Year 9 – 375 pupils;
- Year 10 – 390 pupils;
- Year 11- 405 pupils; and
- Year 12 – 420 pupils.

5.2.5 The school could reach capacity around 12 years from reopening, or 13 years from first adoption of the Travel Plan.

5.3 CAR PARK

5.3.1 The school have confirmed that the car park layout that they envisage prior to Years 6 to 12 could be that shown below/ overleaf.

5.3.2 The proposals show how the car park would operate with the restricted car parking bays and permit-only spaces shown.

5.3.3 The spaces which are not shown without marking and would be for staff.

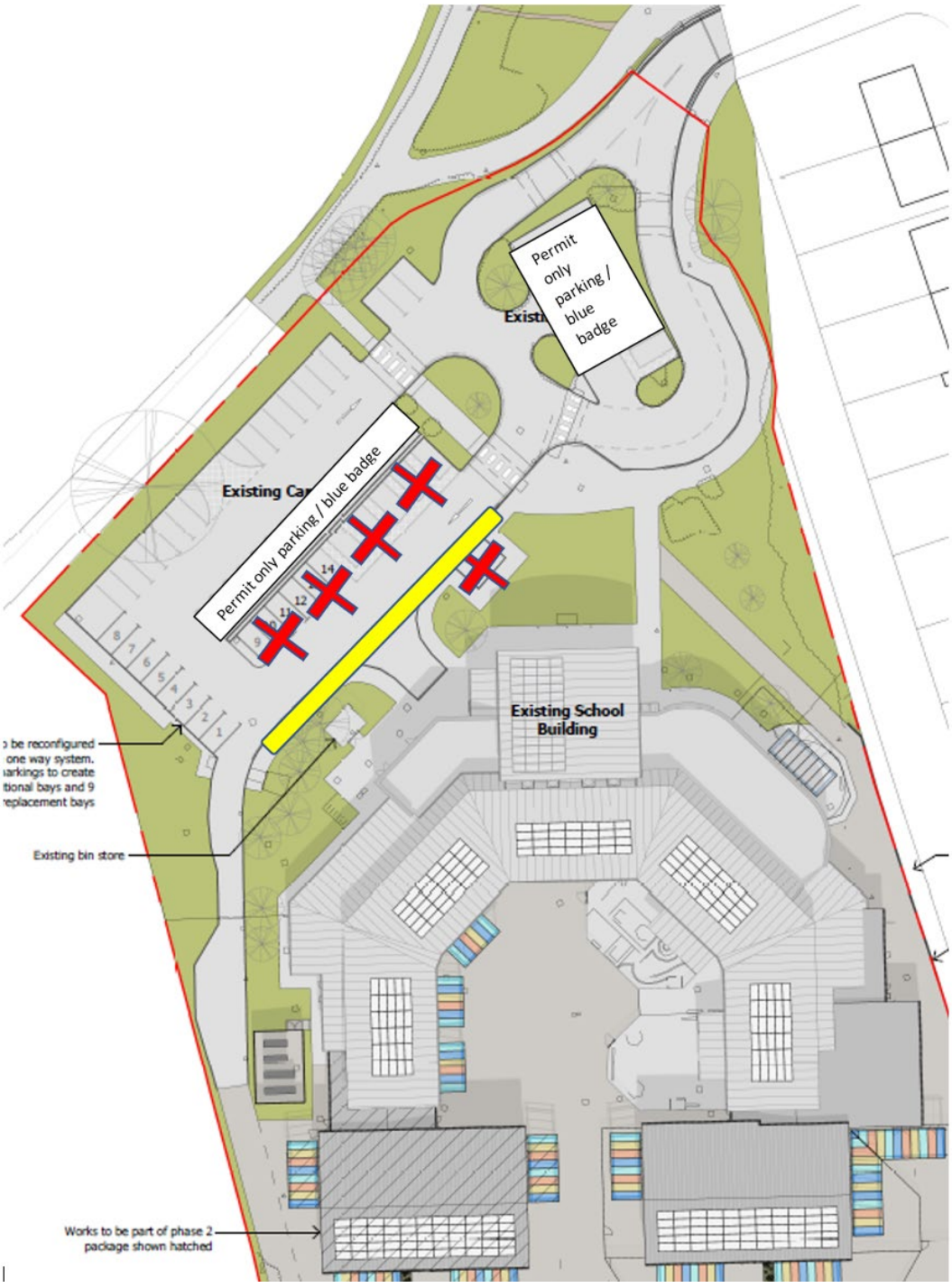
5.3.4 Six months prior to Phase 2 opening for pupils, the school will submit an updated Travel Plan setting out the success of the Travel Plan to date, the measures which are showing greatest modal shift and the measures to be delivered across years 6 to 12, as the school fills up.

5.3.5 A meeting will be held with the highway authority to agree whether any of the restricted parking spaces may need to be reopened up to accommodate the intake of additional pupils over the period from Year 6 to Year 12. The reopening of spaces on the car park would need to take account of:

- Success of Travel Plan measures to date;
- Opportunity to further improve sustainable modal choice;

- Forecast longer-distance intake to the school; and
- Operation of the car park.

Figure 4.1 School Approved Car Park Reduction (By Year 5)



5.3.6 There are three potential outcomes from the meeting with the highway authority:

- The Travel Plan has been shown to be fully successful in encouraging sustainable mode share and there is no need to reopen any part of the car park;
- The Travel Plan has been shown to be successful in encouraging sustainable mode share, however there is a requirement to reopen spaces incrementally over years 6 to 12 to accommodate longer distance pupils; or

- The Travel Plan has been largely successful, however requires an incremental reopening of the car parking spaces to accommodate longer distance pupils and additional parking restrictions may be required.

5.3.7 It is important to note that the Travel Plan would be operating within the currently approved pupil capacity for the first 6 years of its operation. Only following that point would the available school capacity be filled – over the subsequent 7 years.

5.4 SUMMARY

5.4.1 The Travel Plan would have been operational and monitored for a minimum period of around 6 years from first inception (at the start of construction) prior to the school being filled to its new Phase 2 capacity.

5.4.2 The typical methodology for filling a school is from the early years upwards. In the first year, early years pupils are taken in to fill the additional spaces in that age bracket.

5.4.3 As those pupils move through the school years, all classes would become full around 7 years following the first new intake.

5.4.4 Six months prior to Phase 2 opening for pupils, the school will submit an updated Travel Plan setting out the success of the Travel Plan to date, the measures which are showing greatest modal shift and the measures to be delivered across years 6 to 12, as the school fills up.

5.4.5 A meeting will be held with the highway authority to agree whether any of the restricted parking spaces may need to be reopened up to accommodate the intake of additional pupils over the period from Year 6 to Year 12.

5.4.6 There are three potential outcomes from the meeting with the highway authority:

- The Travel Plan has been shown to be fully successful in encouraging sustainable mode share and there is no need to reopen any part of the car park;
- The Travel Plan has been shown to be successful in encouraging sustainable mode share, however there is a requirement to reopen spaces incrementally over years 6 to 12 to accommodate longer distance pupils; or
- The Travel Plan has been largely successful, however requires an incremental reopening of the car parking spaces to accommodate longer distance pupils and additional parking restrictions may be required.

5.4.7 It is important to note that the Travel Plan would be operating within the currently approved pupil capacity for the first 6 years of its operation. Only following that point would the available school capacity be filled – over the subsequent 7 years.



A CARBON NEUTRAL COMPANY

FOR THE PLANET AND FOR THE FUTURE