



Water Orton School Relocation



TRAVEL PLAN

Submission

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JMP Consultants Ltd
3rd Floor
Innovation Court
121 Edmund Street
Birmingham
B3 2HJ
T 0121 230 6010 F 0121 230 6011 E birmingham@jmp.co.uk

www.jmp.co.uk
forwardthinking@jmp.co.uk
facebook.com/jmp.consultants
twitter.com/#!/_jmp
linkedin.com/company/jmp consulting

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1 Introduction

BACKGROUND

- 1.1 JMP Consultants Ltd has been commissioned by Wilmott Dixon to provide a Travel Plan to support a planning application for the development of a new two form of entry (2FE) primary school on land north of Plank Lane in Water Orton, Warwickshire.
- 1.2 The new school will be a replacement of the existing 1.5 FE Water Orton Primary School, which is situated off Attleboro Lane, approximately 150m to the south of the proposed development site across a village green. The existing school will be demolished in connection with enabling works for the forthcoming High Speed 2 rail line
- 1.3 The contents of this Travel Plan have been produced in accordance with good practice guidelines as set out within the National Planning Practice Guidance (NPPG) on Travel Plans, Transport Assessments and Statements in Decision-Taking.
- 1.4 A Transport Statement has also been produced to support the planning application which should be read in conjunction with this document.

REPORT STRUCTURE

- 1.5 This report will incorporate a detailed consideration of the transport implications of the proposed development within the following ordered sections:
 - Section **two** reviews relevant national and local transport policy, with particular focus on the characteristics of the proposed development;
 - Section **three** sets out the existing transport situation, including site location, surrounding highway and sustainable transport networks along with the current travel patterns for staff and pupils;
 - Section **four** details the proposed development, including parking and access arrangements, as well as proposed trip generation;
 - Section **five** sets out the aims, objectives and targets for the school;
 - Section **six** outlines the current and proposed measures and initiatives for the school;
 - Section **seven** sets out the monitoring strategy upon completion of the proposed development;
 - Section **eight** provides an example of an Action Plan, as well as setting out the roles and responsibilities for those tasked with delivering the Travel Plan.

2 Policy

NATIONAL

National Planning Policy Framework 2012

- 2.1 The National Planning Policy Framework (NPPF) was published and came into effect on March 27th 2012. The document constitutes guidance for local planning authorities and decision makers both in drawing up plans and as a material consideration in determining planning applications. The document sets out the Government's planning policies for England and how these are expected to be applied. The transport policies within the document supersede previous planning policies and guidance including PPG13.
- 2.2 The document reaffirms the status of local development plans as the starting point for decision making.
- 2.3 The document states that:

"All developments that generate significant amounts of movement should be supported by a Transport Assessment or a Travel Plan".

- 2.4 Planning decisions should take account of:
- Whether the opportunities for sustainable travel have been taken up;
 - If safe and sustainable access to the site can be achieved for all people; and
 - If any significant impacts of the development can be cost effectively limited.
- 2.5 The document states that:

Development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe.

National Planning Practice Guidance 2014

- 2.6 PPG sets out to describe typically what a Transport Statement is and what information should be included within it. It also sets out why Transport Statements are important focusing on key issues such as encouraging sustainable travel, creating inclusive, accessible and connected communities and improving road safety, all of which contribute to reducing carbon emissions and climate impacts and help to improve health outcomes and quality of life.
- 2.7 PPG advises that Transport Statements should be:

Proportionate to the size and scope of the development to which they relate;

Tailored to particular local circumstances; and

Brought forward through collaborative working between developers and local authorities

- 2.8 PPG sets out that ultimately the local authority should determine the requirement for a Transport Assessment or Statement based on the local conditions and this decision should be formed on a case-by-case basis.

2.9 This TS has been prepared taking PPG into consideration.

Cutting Carbon, Creating Growth: Making Sustainable Local Transport Happen. White Paper. 2011.

2.10 The local transport white paper sets out the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The white paper also underlines central government's direct support to local authorities, including through the Local Sustainable Transport Fund.

2.11 Paragraph 1.9 on page 12 outlines the priority for local transport as follows;

'Encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion'

2.12 Chapter 5 outlines 'Active Travel' and notes that;

'School travel is also significant. Sustainable, active travel for journeys to school, when replacing vehicle trips, can reduce local congestion and carbon emissions as well as improving cognitive performance and academic achievement. Current estimates suggest an annual £600 return (much from short and long term health gains) for each pupil making the shift from travelling by car to walking and cycling.'

LOCAL

North Warwickshire Draft Local Plan 2016

2.13 North Warwickshire Borough Council (NWBC) are currently preparing a new Draft Local Plan which will merge together the Core Strategy, the Site Allocations Plan and the Development Management Plan (DMP).

2.14 The Draft Local contains planning policies to guide decisions on the type and scale of development in North Warwickshire in the period up to 2031. It also gives an indication of where and how development will take place beyond this time frame in order to ensure a continuous supply of land. It explains how much and what type of development there will be and where this will be located.

2.15 NWBC have prepared a Draft Local Plan document with a view to going out for public consultation in late 2016.

North Warwickshire Local Plan 2006

2.16 The North Warwickshire Local Plan was developed between 2003 and 2006, and adopted on 4 July 2006. The plan set out the main suite of policies which govern and manage development across the Borough, including housing, commercial and industrial property, community facilities and services.

2.17 All but core Policies 4 (Green Belt) 7 (Housing Land Requirement) and 9 (Employment Land Requirement) were saved under Direction from the Secretary of State, and will be replaced as work progresses on the new Local Plan for North Warwickshire. The Core Strategy was adopted on 9th October and replaced some of the saved Policies of the Local Plan 2006.

Core Strategy Development Plan 2014

- 2.18 The Core Strategy forms a key part of the Local Plan for North Warwickshire. It contains a vision and strategic objectives for the Borough, as well as Core Policies that will set the basis for directing development for the next 15 to 20 years.
- 2.19 Transport Policies saved which continued to be saved from the Local Plan 2006 include the following:
- TPT1 – Transport Considerations In New Development
 - TPT2 – Traffic Management & Traffic Safety
 - TPT3 – Access and Sustainable Travel and Transport
 - TPT4 – Public Transport Improvements & New Facilities
 - TPT6 – Vehicle Parking
- 2.20 These policies are likely to be up dated through a future Development Management Development Planning Document (DPD).

Draft Development Management DPD – Draft Policies 2015

- 2.21 The Development Management DPD sets out draft policies, which will build on the Core Strategy and will include more detailed local policies for the management of development. It will provide a detailed set of policies, designed to contribute to achieving the Spatial Strategy and Core Planning Policies set out in the Core Strategy. Of particular significance for this Transport Statement are following policies in relation to transport.

DM5 Development Matters

b) Travel Plans - Development will be expected to link with existing road, cycle and footpath networks. Larger development proposals as defined at DM14 will be expected to encourage the use of public and shared transport. This will be secured through a Travel Plan and/or financial contributions to enhance or to introduce new public or bespoke transport schemes.

c) Parking - Adequate vehicle and parking provision commensurate to the use will be expected, as guided by the standards at Appendix A. Greater emphasis will be placed on parking provision in areas not served by public transport, whilst lower provision within the main towns may be appropriate.

DM14 Transport Considerations

a) Transport Assessments - Transport Assessments will be required to accompany development proposals which will generate significant amounts of movement as outlined in Appendix D to this Plan. Assessments will also be required where there is a cumulative effect created by the floor space on the site or in the vicinity, or where there are demonstrable shortcomings in the adequacy of the local transport network to accommodate development of the scale proposed. Travel Plans will be required to be submitted alongside these Assessments, as set out in Policy DM5 of this Document.

b) Airport Parking - Proposals for remote car parking of passengers or visitor vehicles in the Borough will not be permitted.

c) High Speed Rail - The line of the High Speed 2 rail line through North Warwickshire will be safeguarded.

The line of the High Speed 3 rail line through North Warwickshire will be safeguarded when it is published by a Parliamentary Bill. Until this time, the line will be treated as a material planning consideration of significant weight.

Parking Standards

- 2.22 Parking standards for new development are currently set out by Appendix 4 of the North Warwickshire Local Plan.

Table 2-1 North Warwickshire Parking Standards

Land Use	Maximum car parking provision	Minimum Cycle Parking Provision
D1 (Schools & Colleges – non-residential)	1 per classroom or teaching area. 1 per 100 pupils. Whichever is greater (together with facility for overflow)	1 per 10 staff 1 per 5 students

North Warwickshire Local Plan

- 2.23 There is no mention of provision for parent drop-off parking in local standards, it is therefore assumed that each site is considered by its own individual merits.

3 Existing Conditions

SITE LOCATION AND SETTING

- 3.1 Water Orton is located in North Warwickshire, approximately 11km to the east of Birmingham City Centre and adjacent to the M6 and M42 motorways.
- 3.2 **Figure 3.1** provides an illustration of the location of the proposed development site and the location of the existing school site in relation to the local settings.
- 3.3 The proposed site fronts onto Plank Lane, a road with little existing frontage. To the south of Plank Lane is an area of open park land with play equipment, known as ‘The Green’, which also separates the development site from the existing school frontage.
- 3.4 An existing public right of way (PROW) provides a connection between the proposed site and Water Orton Railway Station to the north.
- 3.5 The remaining boundaries of the proposed site are made up of private, undeveloped land, to the north and west; and private residential dwellings to the east.

Figure 3.1 Site Location



GIS

LOCAL HIGHWAY NETWORK

B4118 (Birmingham Road, Marsh Lane)

- 3.6 The B4118 provides a connection from the A446 in the east to the Castle Bromwich area of Birmingham to the west via Water Orton.
- 3.7 The B4118 forms the western (Birmingham Road) and northern (Marsh Lane) arms of a priority junction in Water Orton adjacent to the railway station.
- 3.8 Within Water Orton the B4118 provides frontage access to a number of residential and commercial premises and is subject to a 30mph speed limit. Continuous footways and street lighting are provided along both sides of the road with crossing points provided at strategic locations. Traffic calming is present and includes local narrowing and speed humps.

B4117 (New Road)

- 3.9 The B4117 provides a connection from Coleshill and the A446 in the east to Water Orton.
- 3.10 The B4117 forms the eastern (New Road) arm of a priority junction in Water Orton adjacent to the railway station.
- 3.11 Within Water Orton the B4117 provides frontage access to a number of residential and commercial premises and is subject to a 30mph speed limit. Continuous footways and street lighting are provided along both sides of the road with crossing points provided at strategic locations. Traffic calming is present and includes local narrowing and speed humps.

Minworth Road / Water Orton Lane

- 3.12 Minworth Road and Water Orton Lane provides a connection from Water Orton in the east to the A4097 at Minworth in the west.
- 3.13 Minworth Road forms the northern arm of a priority junction with the B4118 Marsh Lane to the north of the railway station.
- 3.14 Within Water Orton Minworth Road provides frontage access to a number of residential and commercial premises and is subject to a 30mph speed limit. Continuous footways and street lighting are provided along both sides of the road. Traffic calming is present and includes local narrowing and speed humps.
- 3.15 Minworth Road passes over a weight and width restricted bridge over the river Tame to the north of Water Orton, to the west of which the road becomes Water Orton Lane which is predominantly rural in nature, connecting to Minworth to the west.

Plank Lane

- 3.16 Plank Lane provides a connection between Coleshill Road in the east and Birmingham Road in the west within Water Orton.
- 3.17 The eastern section (close to Coleshill Road) provides access to a handful of residential properties, plus an access to a private drive (Christopher Way). Close to the junction with Coleshill Road, double yellow lines provide a restriction to on-street parking.
- 3.18 The western section is rural in nature, with a gated access to a field plus frontage access to a handful of residential properties at the far western end (close to Birmingham Road), plus a private driveway which provides rear-access to some properties.
- 3.19 Plank Lane is approximately 5.5m wide throughout with a continuous footway along the southern side of the road with intermittent footways along the northern side of the road.

- 3.20 Street lighting is provided throughout, indicating a speed limit of 30mph.
- 3.21 Access to the proposed school site will be taken off Plank Lane to the west of Christopher Way.

Vicarage Lane, Coleshill Road and Attleboro Lane

- 3.22 Vicarage Lane, Coleshill Road and Attleboro Lane are residential streets in the vicinity of the proposed site. Vicarage Lane connects Plank Lane and Attleboro Lane and runs along the southern edge of Water Orton connecting to Coleshill Road to the east. Coleshill Road connects the B4117 New Road in Water Orton village centre to Plank Lane and to the eastern part of Water Orton and Attleboro Lane provides access to the existing school site.

STRATEGIC ROAD NETWORK

- 3.23 Water Orton is located reasonably close to Junction 9 of the M42 (via the A446) and junction 5 of the M6. The A38 at Minworth is also reasonably close by.
- 3.24 Given the nature of the proposed development it is not considered that there would be any significant impacts on the SRN in the locality.

SUSTAINABLE ACCESSIBILITY

Pedestrian Facilities

- 3.25 Continuous footway links are provided connecting the both the existing and proposed sites to the surrounding residential areas and Water Orton village centre and railway station.
- 3.26 The proposed site location is on open green space, which benefits from an unpaved public right of way. Currently this provides access for Non-Motorised Users (NMUs) from Plank Lane towards St Pauls Court and the railway station to the north.
- 3.27 'The Green' – an area of green space located between the current and proposed site, currently features a diagonal path running from the northeast to southwest corner.

Cyclist Facilities

- 3.28 There are no local or national cycle routes in the immediate vicinity of the site. The nearest section of the National Cycle Network, Route 534, is located approximately 4.6km northwest of the proposed site. The route runs alongside Plants Brook, and is part of an extensive new route between Sutton Coldfield and Castle Vale.
- 3.29 Cyclists are able to utilise the road network surrounding the site and connecting to the local residential areas

Public Transport - Bus

- 3.30 The nearest bus stops are located on Birmingham Road, opposite and adjacent to the railway station. The proposed development site will be approximately 300m from the nearest bus stop, 150m closer than the current school site.
- 3.31 Three services are available from these stops - including one school service. A summary of these services is provided in **Table 3-1**.

Table 3-1 Bus Services

Number	Operator	Route	Buses Per Hour (daytime)
16S	Central Buses	Kingsbury – Water Orton – Castle Bromwich	1 (only during 08:00-09:00 & 15:00 – 16:00)
X70	National Express West Midlands (Platinum)	Birmingham – Castle Bromwich – Water Orton – Chelmsley Wood	2
75	Central Buses	Birmingham International – Coleshill – Water Orton – Minworth – Sutton Coldfield	1

Central Buses / National Express

Public Transport - Rail

3.32 Water Orton Railway Station is situated in the centre of the village, approximately 400m north of the proposed site. The station is served by Cross Country trains to Birmingham and Leicester, which run two-hourly throughout the day Monday to Saturday with additional services in the peak periods. Despite no London Midland trains serving the station, the station is operated by London Midland.

3.33 **Table 3-2** provides a summary of service provision at the station.

Table 3-2 Train Services

Destination	Approximate travel time (minutes)	Number of services per day (Monday-Friday)
Birmingham New Street	12	8
Coleshill Parkway	4	9
Nuneaton	20	9
Hinckley	27	8
Narborough	35	9
Leicester	45	9

National Rail

4 Proposed Development

DESCRIPTION

- 4.1 The proposed development is to be comprised of a new Two Form Entry (2FE) primary school on land north of Plank Lane in Water Orton, Warwickshire. The new school will be a replacement of the existing 1.5FE Water Orton Primary School, which is situated off Attleboro Lane, approximately 150m to the south of the proposed development site. The existing school is to be demolished in connection with enabling works for the forthcoming High Speed 2 (HS2) rail line.
- 4.2 The masterplan for the proposed development site is depicted by **Figure 4.1**.

Figure 4.1 Proposed Development



Hunter South Architects

ACCESS STRATEGY

- 4.3 Vehicular access into the site will be taken off Plank Lane to the west of Christopher Way.

Staff Vehicles

- 4.4 It is anticipated that staff vehicles would access the site before and after the school pupil arrival and departure peaks, respectively. Vehicular access to the site would be taken from Plank Lane.

Parent Vehicles

- 4.5 Proposed access arrangements and parking restrictions on Plank Lane would foremost encourage parents to walk or cycle with their children to school, made possible also by the relatively local catchment for the school.

Drop-off / Collection

- 4.6 For parents who do need to drive, for example as part of an onward journey, limited on-site drop-off / collection provision is made.
- 4.7 Vehicles able to display a disabled blue badge would be exempt from any restrictions and would therefore be able to park close to the school entrance.

Park and Stride

- 4.8 Some parents currently park on the car park of the Digby Hotel approximately 300m to the north of the existing site on Coleshill Road and walk their children the remainder of the journey to school.
- 4.9 It is envisaged that this arrangement will continue following the move of the school to the new site.

Servicing and Delivery Vehicles

- 4.10 It is anticipated that service and delivery vehicles would access the site using Plank Lane. These vehicles would be encouraged to arrive outside of the school peak hours and enter and leave Plank Lane from Birmingham Road, in order to reduce the impact on the nearby residents.

Non-Motorised Users

- 4.11 Pedestrian and cycle access will be taken off Plank Lane.
- 4.12 A formalised crossing point will be provided on Plank Lane with a new footway on the northern side of the carriageway and associated traffic calming. This will link to the existing footway along the southern side of the carriageway and pedestrian-only links through 'The Green'.

PARKING STRATEGY

- 4.13 Parking provision at the proposed development will be in accordance with standards set out in Appendix 4 of the North Warwickshire Local Plan, which are set out in **Table 2-1**

Staff Parking

- 4.14 There are currently 42 spaces in the staff car park accessed via a gate with an intercom off Vicarage Lane. The proposed layout for the new site will provide a similar level of parking provision on site for staff.

Drop-Off and Pick-Up Provision

- 4.15 Limited on-site drop-off / collection provision is made for parents who need to drop their children to school a part of an onward journey.
- 4.16 Some parents will continue to park and stride via the car park at the Digby Hotel off Coleshill Road approximately 250m from the proposed new school site.

Cycle & Scooter Parking

- 4.17 The North Warwickshire parking standards set out a minimum cycle parking provision of 1 per 10 staff and 1 per 5 students.
- 4.18 It is estimated that the site will employ approximately 40 full-time equivalent members of staff. This will require four cycle parking spaces, in the form of two Sheffield stands. These will be located on-site in a secure and prominent location.
- 4.19 It is envisaged that by expanding the new school to 2FE, approximately 420 pupils will attend the school. In accordance with the cycle parking standards included in the Local Plan, 84 parking spaces will be provided to accommodate cycles and scooters for pupils.

5 Aims, Objectives and Targets

AIMS

5.1 The aims of the TP are as follows:

- To create a safer, more sustainable, community driven environment for pupils and staff attending, and working at the school;
- To mitigate against any expected traffic and transport impacts of the proposed expansion to the school by reducing the number of single occupancy vehicle trips to the site; and
- To influence the travel behaviour of parents, who it is assumed will often determine how their children travel to and from school.

5.2 In order to achieve these aims, the TP promotes a range of lifestyle and travel choices in order to help reduce reliance on the car.

OBJECTIVES

5.3 Objectives help to give the TP direction and a clear focus, and have been identified as follows:

- Raise awareness of sustainable, and in particular 'active' healthy modes of transport (for example, walking, cycling and scooting) available to pupils, staff and visitors.
- To reduce the number of car trips to the school;
- To encourage car sharing in order to reduce single occupancy vehicle use; and
- To promote safe routes to and from the school in order to assist with reducing the perception of danger surrounding walking, scooting and cycling to and from school.

EXISTING MODE SHARE

5.4 The school undertakes regular travel census, the most recent being spring 2017. The results of the spring 2017 travel census are provided at **Table 5-1**.

5.5 In addition Travel to Work information collected as part of the 2011 census has been analysed in order to comparison against the school travel census. Data has been extracted for Middle Super Output Area (MSOA) North Warwickshire 006 which covers the existing and proposed school sites, as well as surrounding residential areas, which are likely to be served by the school.

Table 5-1 School Modal Split Baseline (from 2011 Census Travel to Work Information)

Mode of Travel to Work	MSOA North Warwickshire 006	School Travel Census (Spring 2017)
Car / van	56%	56%
On foot	29%	40%
Car share / passenger	7%	3%
Bus	4%	-
Bicycle	3%	<1%
Taxi	<1%	1%
Train	<1%	-
Motorcycle	<1%	-

5.6 The table outlines that 56% pupils travel to the school in the car (as passengers), with 40% arriving on foot. 3% arrive as part of a car / lift share.

TARGETS

5.7 Targets are measurable goals by which the progress of the TP will be assessed. Targets are essential for monitoring the progress and success of the TP, and should be SMART – Specific, Measurable, Achievable, Realistic, and Time-Bound.

5.8 The mode share targets have been set out using the 2017 school travel census data, as outlined in **Table 5-1**.

5.9 The suggested initial targets are presented in **Table 5-2**.

Table 5-2 Potential Modal Shift Targets

Mode of Travel to Work	Current Split (%)	Difference - Baseline to Target (%)	Suggested Year 5 Target (%)
Car / van	56%	-6%	50%
On foot	40%	+2%	42%
Car share / passenger	3%	+1%	4%
Bus	-	+1%	1%
Bicycle	<1%	+2%	3%
Taxi	1%	-	-
Train	-	-	-
Motorcycle	-	-	-

5.10 A school travel survey will be undertaken to monitor the progress and will act as an indicator of whether the targets are being achieved or should be adjusted. The monitoring schedule is outlined in **Section 7**.

5.11 The suggested targets represent what is considered to be achievable increase in sustainable travel as a result of the introduction of the TP and its associated measures.

6 Travel Plan Measures and Initiatives

INTRODUCTION

- 6.1 This section outlines the current and proposed travel planning measures and initiatives for the school. It draws from the previous sections which discuss the existing transport infrastructure, travel pattern behaviour, and TP approach.
- 6.2 It is anticipated that the catchment area of the school will remain largely similar following the relocation of the current school, thus current travel patterns are not envisaged to change significantly.

DELIVERING THE TRAVEL PLAN

School Travel Plan Co-Ordinator

- 6.3 The TP will be managed and monitored by a School Travel Plan Coordinator (TPC) who will have overall responsibility for the TP, and for ensuring that the delivery of the proposed measures, initiatives and monitoring are completed.
- 6.4 It is recommended that the TPC is a member of staff who is able to communicate with and have influence over the senior management team to ensure the identified actions have the support of the decision makers.

School Sustainable Travel Website

- 6.5 The school currently has a website - <http://www.waterortonprimary.co.uk/>
- 6.6 A specific sustainable transport page will be set up so that staff, pupils and parents can access information easily. The webpage will also enable information to be updated on a regular basis, for example, links to public transport timetables which may assist in increasing this mode – particularly for staff.
- 6.7 The TPC, with help from the IT department, will be responsible for this.

Travel Survey

- 6.8 The school will continue to undertake comprehensive travel surveys once the relocation process is approved. It is recommended that the survey (and any following surveys) is undertaken in spring or summer, as this is when more people choose to cycle and walk when compared to the winter months.

Travel Information upon Enrolment

- 6.9 Travel behaviour is embedded in routine, and therefore the TP provides a unique opportunity to encourage people to travel more sustainable from the outset because moving to a new school will require new travel patterns. It will be easier to influence the travel decisions of new parents and pupils, particularly if new parents are given information upon moving to the school; this will encourage more positive travel choices to be formulated from day one.
- 6.10 A Travel Welcome Pack will be sent to all new parents, staff and pupils before the term starts. The Welcome Pack will include site specific information as outlined in the measures below, information on cycle/scooter storage and a link to the school sustainable travel webpage.

CYCLE MEASURES

Bikeability

- 6.11 Bikeability is a national programme for cycle training in England and Wales. It is based on the National Standard for cycle training.
- 6.12 There are three Bikeability levels; level 1 is aimed at Key Stage 1 pupils (Years 3 and 4) once they have learnt to ride a bike, with 10 and 11 year olds progressing to level 2, and level 3 aimed at secondary school.
- 6.13 Children are encouraged to complete all three levels, with certificates and badges for each level awarded to children who successfully complete each course.
- 6.14 On account of the ages of the children attending Water Orton Primary School, levels 1 and 2 will be applicable.
- 6.15 The Bikeability scheme has been developed by more than 20 professional organisations, and is supported by cross-government departments, including the Department of Transport, Department of Health, and the Department of Education.
- 6.16 The TPC will arrange for Bikeability delivery at the school using tools available online at the Bikeability website (<https://bikeability.org.uk/>).

Staff Tax Free Bike Scheme

- 6.17 Purchasing a bike through the Government Tax Free Cycle Scheme allows employees to purchase a bike and equipment and pay for it via gross salary sacrifice over a set period, allowing employees to save on tax and National Insurance.
- 6.18 The TPC will consider the implementation of the scheme in order to encourage cycling by school staff and employees.

Bike Week

- 6.19 The school will participate in the annual Bike to School week. This will be organised by the TPC and fully supported by the school. Events such as this aim to engage pupils and raise awareness of the potential to cycle to and from school. Classroom resources and ideas for dedicated activities can be downloaded from the Sustrans website (<http://www.sustrans.org.uk/our-services/who-we-work/teachers/bike-school-week>).

PEDESTRIAN MEASURES

- 6.20 The school will provide information to parents as part of the Welcome Pack and through the sustainable travel webpage to encourage use of the established local network of footpaths and to encourage them to park a safe distance from the school before walking the last few minutes with their children.

Walk to School Week

- 6.21 The Walk to School Week scheme will be promoted by the school via assemblies, the school website and newsletter sent out to parents. Walk to School Week takes place in May, and encourages pupils to walk all or some of the way to school. Events surrounding this will be organised by the TPC, with resources and classroom tools available from Living Streets website (<https://www.livingstreets.org.uk/>).

Walk to Work Once A Week

- 6.22 Walk to Work Once a Week is a year-round challenge, which rewards primary school pupils who walk to school at least once a week with a monthly collectible badge. The challenge involves staff/teachers logging journeys and awarding badges; further information and resources can be found at (<https://www.livingstreets.org.uk/what-we-do/projects/wow>).

Park and Stride

- 6.23 Park and Stride means driving some of the way to school, parking up, and walking the rest of the way. It is a convenient way of travelling for families that live a long way from the school, and cannot walk the whole way. It has the added benefit of reducing congestion around the school entrance, making it safer for children to enter their school.
- 6.24 The TPC will investigate possible locations in the neighbouring area of the school, which have some availability of car parking spaces. The TPC will investigate the possibility of parents using these spaces as a Park and Stride site. Where applicable, parents could park their car, and walk their children to the school from these locations.
- 6.25 It is understood that the school currently has an agreement with the proprietor of the Digby Public House that parents are able to park on the car park and walk their children to school.

OTHER MEASURES

School Curriculum

- 6.26 The most effective School Travel Plans are those which are integrated into the school curriculum in order to maintain pupil's interest and create a broader knowledge of the benefits of the TP. The TPC will investigate ways that the TP can be coordinated with the school curriculum, such as the school's Bullying and Safeguarding Policy, along with environmental and health policies in order to ingrain the TP in to broader school activities.

Car Sharing

- 6.27 The TPC will investigate setting up and promoting a car share scheme to staff. The school could register on the Warwickshire Carshare website (<https://carsharewarwickshire.liftshare.com/>). Alternatively, an informal scheme could be developed, with staff members noting their home location on a map to indicate possible car share matches.
- 6.28 Liftshare week (which occurs in October) will be promoted by the TPC to increase awareness of car sharing as an alternative mode of travel to work, compared to single occupancy car journeys.

7 Monitoring Strategy

GENERAL

- 7.1 An important part of the TP is the continual monitoring and review of its effectiveness. It is essential that a TP is not a one-off event, but a continually evolving process.
- 7.2 Regular monitoring and reviewing will help to gauge progress towards targets and objectives, and, if necessary, enable the TP to be refined and adapted in order to improve its progression. As noted in the previous section, the effectiveness of the various measures identified will also be monitored, and reviewed where necessary, to ensure that the aims and objectives of the TP are appropriately supported.

TARGETS

- 7.3 The success of the TP will be determined by whether it succeeds in meeting its stated targets. The estimate year 5 modal split targets have been included in **Table 5-2**.

Travel Surveys

- 7.4 An annual survey will be undertaken by the school following the approval of the relocation. The survey will then be completed on an annual basis in order to monitor progress in light of the travel targets that have been set.
- 7.5 Results will be reported to WCC's Sustainable Transport Officer on an annual basis. Travel data will also be entered onto Modeshift STARS (<https://modeshiftstars.org/>) an online tool for managing the TP. Registration and progression through the website will be arranged by the TPC.

Long Term Sustainability of the TP

- 7.6 Upon completion of the TP, all stakeholders (including the Governing body, the Head Teacher and external partners) will receive a copy. It is recommended that these stakeholders form part of the proposed School Travel Working Group; this will ensure that all parties are committed to the development and the actions outlined within the action plan. Pupils at the school should also be involved in the long-term development of the TP, and it is recommended that their input is given via the Travel Committee/School Council.
- 7.7 Measures, results and updates of the TP will also be publicised via school newsletters, and the school website in order to maintain parental interest and buy-in.

8 Delivering the Travel Plan

ROLES AND RESPONSIBILITIES

Travel Plan Co-ordinator

- 8.1 TPs are dependent on a nominated individual being given time and resources for success to occur. The School Travel Plan Co-ordinator (TPC) will be responsible for overseeing and implementing the various measures outlined in this TP.

Objectives

- 8.2 Objectives help give the TP direction and a clear focus. The specific objectives that focus the TP are:
- To raise awareness of sustainable, and in particular ‘active’ healthy modes of travel (for example, walking, scooting and cycling) available to pupils, staff and visitors;
 - To reduce the amount of car trips to the school;
 - To encourage car sharing in order to reduce single occupancy vehicle use; and
 - To promote safe routes to and from the school in order to assist with reducing the perception of danger surrounding walking, scooting, and cycling to and from school.

IMPLEMENTATION ACTION PLAN

- 8.3 The TP Implementation Action Plan provides details of the initiatives that form part of this TP. In order to be effective, actions are due to be completed at different times; pre occupation actions are outlined in Error! Reference source not found., with actions due to completed upon occupation outlined in Error! Reference source not found., with post occupation actions outlined in Error! Reference source not found..

Table 8-1 Implementation Action Plan – Pre Occupation

Objective	Mode	Measure	Task	When	By Whom
1, 2, 3, 4	All	Travel Plan Coordinator	Identify and appoint a TPC to carry forward all tasks with action plan	Pre Occupation	Head Teacher
1, 2, 3, 4	All	Travel Webpage	Develop a sustainable travel page for the school website. Include a copy of the TP on the website	Pre Occupation	TPC
1, 2, 3, 4	Car	Parking Management	Provide a parking policy and management note to all staff, which is also available on the sustainable travel webpage	Pre Occupation	TPC
1, 2, 3, 4	All	Welcome Pack/Inclusion in Pupil Handbook	TPC to send out sustainable travel details to all new parents and pupils. This information can also be included within the pupil handbook, and on the sustainable travel webpage	Pre Occupation	TPC
1, 2, 3, 4	Cycling	Cycle Parking	School to provide appropriate amount of secure and covered cycle/scooter spaces	Pre Occupation	TPC

Table 8-2 Implementation Action Plan – Upon Occupation

Objective	Mode	Measure	Task	When	By Whom
1, 2	Cycling	Bikeability	Undertaking of Bikeability training	Upon Occupation	TPC
1, 2	Cycle to Work	Cycling	Implement the staff Cycle to Work scheme	Upon Occupation	TPC
3	Car Share	Car Share scheme	Promote existing car share schemes, such as , or create an informal car share scheme amongst staff.	Upon Occupation	TPC

Table 8-3 Implementation Action Plan – Post Occupation

Objective	Mode	Measure	Task	When	By Whom
1, 2, 3, 4	All	Annual Travel Survey	Distribute the travel survey to all pupils, parents and staff	Annually post occupation (preferably during spring/summer months)	TPC
1, 2, 3, 4	All	Newsletter	TPC to provide information on school travel survey results, along with any new measures on regular basis in school newsletter, with the update also being uploaded on the sustainable travel webpage	Post Occupation	TPC
1, 2, 3, 4	All	PTA/School Council	TPC to update pupils, parents and staff on the Action Plan progress, and to discuss potential traffic and transport issues	Annually	TPC
1, 2, 4	Walking Cycling Car Sharing	Walk to Work Week Bike Week Liftshare week	Take part in and promote national travel events, such as Walk to School week, Walk Once a Week, Bike week and liftshare week/events	Annually/when each event is held	TPC/School
1, 2, 3, 4	All	Monitoring	Register with Modeshift STARS and manage the travel plan online	Post Occupation	TPC
1, 2, 3, 4	All	Monitoring	Continual monitoring of the Travel Plan, including: Annual collection of data on mode of travel to school; Enter the Travel Plan information onto Modeshift STARS. Update the action Plan (annually) identifying and incorporating any suitable action arising from monitoring.		
1, 2, 3,4	TP	TP Re-write	After five years, the TP will be revised in order to update the targets and reflect on progress.	Post Occupation	TPC