# ttp consulting
## transport planning specialists

**WEPCo Limited**

**Mynydd Isa Campus, Argoed High School, Flintshire**

**Campus Travel Plan**

**July 2021**

# Contents

# 1      INTRODUCTION

1.1     WEPCo Limited has appointed TTP Consulting to produce a Campus Travel Plan to support proposals for an application for the consolidation of the existing Ysgol Mynydd Isa within the Argoed High School that would comprise nursery, primary (infants and juniors) and secondary school children and would form the new Mynydd Isa Campus. The site location is shown at **Figure 1.1**.

**Figure 1.1 – Site Location Plan (Argoed High School)**
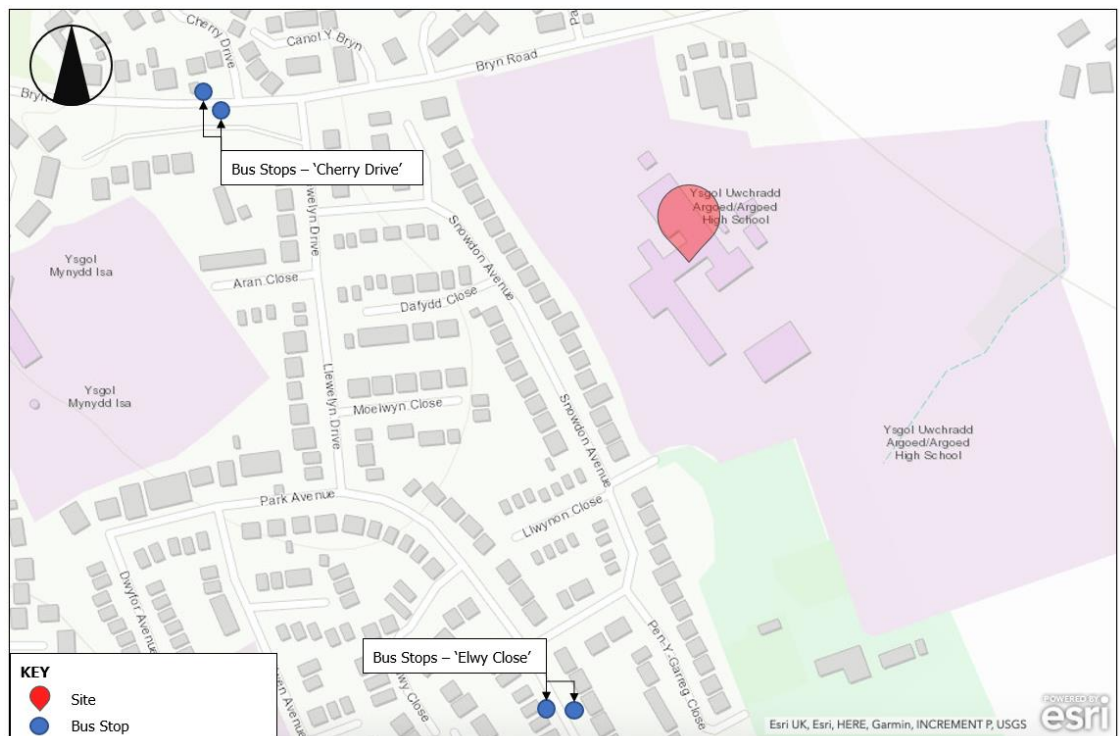


## Existing and Proposed School

1.2     The existing Argoed High School is located within the village of Mynydd Isa to the south of Bryn Road and to the north of the Argoed Sports and Social Club. The existing Ysgol Mynydd Isa is split across two sites with the infant school located off Chambers Lane and the junior school located off Wats Dyke Avenue. The current capacity of the primary school is for 513 full time pupils and the current capacity of the high school is for 580 full time pupils, providing a total capacity of 1,093 students across three separate locations.

1.3 The development proposals for Mynydd Isa Campus will be for 1300 Full Time (FT) learners and will involve the co-location of the local Mynydd Isa Primary (currently split site between infants and junior schools) with the existing high school, in a new building. In total, the proposal will result in a total of 1,300 pupils including 87 additional pupils in the primary school (including a 43-space nursery and 20-space speech and language specialist provision) and 120 pupils in the high school (including a 20-space Asperger's specialist facility and a 20-space speech and language specialist facility).

## Current Travel Plans

1.4 No School currently implements a Travel Plan and this Campus Travel Plan provides a real step change in seeking to actively and positively promote the reduction of single car occupancy trips and to increase the sustainability of the site with regards to sustainable and Active Travel.

## Travel Plan Aim

1.5 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable staff, pupils, parents and visitors to make more informed decisions about their travel and to minimise the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for reducing the number of single-driver car journeys and eliminating the barriers keeping staff and pupils from travelling by active modes (walking and cycling).

## Travel Plan Coordinator

1.6 The Campus will nominate a School Travel Plan Co-ordinator (TPC). The TPC will dedicate two hours per week on delivering the actions associated with the Travel Plan in order to achieve the measures set out in this Travel Plan.

**Name:** TBC
**Position:** TBC

## Scope

1.7 The remainder of this document is structured as follows:

- Section 2 outlines the accessibility;

- Section 3 sets out the objectives and targets of the Travel Plan;

- Section 4 sets out the measures that will be implemented;

- Section 5 outlines the monitoring and review programme; and

- Section 6 provides an action plan.

## 2   ACCESSIBILITY AND EXISTING TRAVEL PATTERNS

### Site and Surrounding Area

2.1     The existing Argoed High School which was constructed in 1978 is located within the village of Bryn y Baal, Flintshire, Wales, circa 2.5km to the east of Mold and 1.5km to the west of Buckley. The site measures in area of circa 9 hectares and currently comprises of two storey buildings, outdoor play areas and outbuildings associated with Argoed High School.  It is an 11 -16 mixed community comprehensive school with a capacity for 580 pupils with the current enrolment of 520 pupils.

2.2     The existing Ysgol Mynydd Isa is split across two sites with the Junior School located off Chambers Lane and the Infant School located off Wats Dyke Avenue. The schools have a combined capacity is for 513 full time pupils, albeit with the current enrolment is circa 570 pupils total. The existing layout of the Argoed High School is shown in **Figure 2.1**.

**Figure 2.1 – Existing Argoed High School Site Location and Layout**
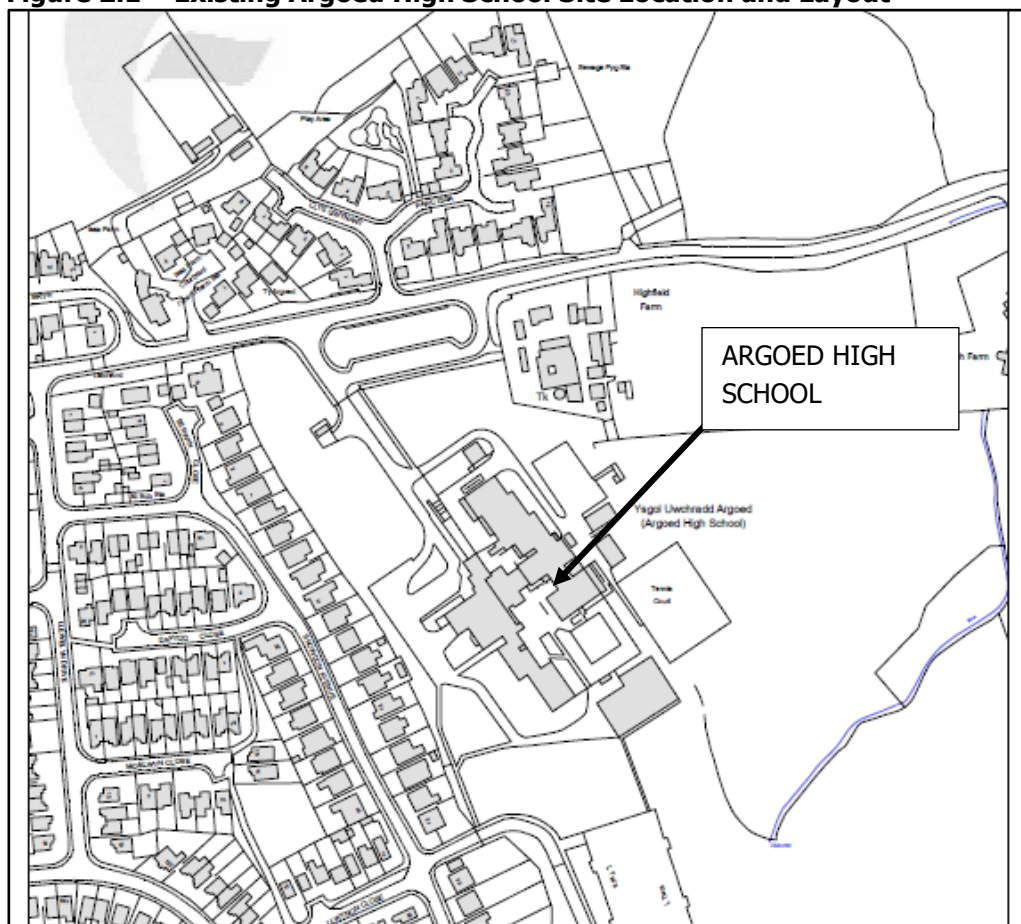
### Local Highway Network

2.3     The local highway network within the vicinity includes Bryn Road, Chambers Lane and Mold Road along with Llewelyn Drive, Park Avenue and Snowdon Avenue.

2.4     Bryn Road is located on the northern boundary of the Argoed High School and runs in a broadly east to west direction between Chambers Lane in the west and Alltami Road in the east and is subject to a 30mph speed limit. The road provides one lane in each direction allowing for two-way travel and in the vicinity of the School provides access to the drop-off / pick-up facility as well the main staff car park to the south. Within the vicinity of the School Bryn Road provides footways on both sides of the road connecting to the wider pedestrian network and street lighting is provided at regular intervals.

2.5     Chambers Lane is located to the west of the School off Bryn Road and runs in a broadly north to south direction between the A549 Mold Road in the south and the A5119 in the north. Past the junction with Heol Fammau the road becomes Bryn-Y-Baal road that continues north to the A5119 crossroads. Chambers Lane provides footways on both sides of the road and speed cushions are also present where there are sections of 20mph and 30mph speed restrictions. In the vicinity of the existing Junior Site, traffic calming is provided and a 20mph Zone is in operation.

2.6     There are a number of residential streets surrounding the School that allow for travel in both directions with street layouts typically providing unrestricted parking arrangements on both sides of the road with residential properties afforded off-street parking and dropped kerb access. These streets provide footways on both sides of the roads and street lighting is present.

### Argoed School Access Arrangements

2.7     The main access for vehicles, pedestrians and cyclists is provided off Bryn Road to the north of School with a secondary pedestrian / cyclist access point provided to the rear from Snowdon Avenue.  The main access provides two all-movement vehicle access points with an informal one-way system in place during drop-off and pick-up as outlined below.

### Drop-off / Pick-up Facilities

2.8     Drop-off and pick-up facilities are provided for the Argoed High School off Bryn Road which provides parking for up to 20 vehicles.

2.9     The Infant and Junior School sites rely on on-street drop-off and pick-up with no off-street facilities available.

### School Car Parks

2.10    Each of the schools provide off-street car parking for staff all of which experience high demand with informal parking within the schools and surrounding streets also occurring.

2.11    An ariel review evidences the fact that parking there is significant levels of informal and tandem parking at each of the schools.

### Highway Safety Considerations

2.12    A review of highway safety in the surrounding area has been undertaken using Crashmap for a five-year period through to the end of 2020, with an extract provided below.

**Figure 2.2 – Crashmap Extract**



2.13    The data indicates that there has been a total of 5 slight and 1 serious incident involving children the vicinity of the School in the five-year period. The incident along Padeswood Road North is in close proximity to Westwood Community Primary School and has been discounted.

2.14    There are no incidents recoded on Chambers Lane or Bryn Road in close proximity to either of the existing schools.

2.15    A detailed review of each of the 6 incidents involving children indicates the following:

- 1 slight incident occurred with a child casualty located within a vehicle (2016);

- 1 slight incident occurred with a child casualty on foot crossing a junction along Mill Lane between at 17:00 (2016);

- 1 slight incident occurred with a child casualty on foot crossing a junction along Bistre Avenue at 08:50 (2017);

- 1 serious incident occur on Mold Bypass and did not involve any child pedestrian casualties (2018);

- 1 slight incident occurred with a child crossing Mold Road at 16:00 (2018);

- 1 slight incident occurred on Mold Road and involved no child pedestrian casualties (2019).

2.16 Of the incidents involving children on foot, there were 4 slight, with 1 incident per year from 2016 to 2018 and none recorded in 2019 or 2020.

2.17 This does not indicate any existing highway safety issues / concerns that requires any remedial highway measures.

## Pupil / Staff Questionnaire Survey

## Travel Survey (April 2021)

2.18 A 'hands-up' questionnaire survey was undertaken in April 2021 once all the schools had returned to determine how staff and pupils / parents currently travel to / from each School Site. The results are set out in Table 2.1 below:

| Table 2.1: School Modal Split Surveys | | | | |
|---|---|---|---|---|
| **Method of Travel** | **High School** | | **Primary School** | |
| | **Pupils** | **Teachers** | **Pupils** | **Teachers** |
| Car | 32% | 86% | 47% | 85% |
| Car Share | 5% | 8% | 0% | 0% |
| Walk | 51% | 6% | 47% | 15% |
| Cycle | 1% | 0% | 2% | 0% |
| Public Bus | 1% | 0% | 4% | 0% |
| School Bus | 6% | 0% | 0% | 0% |
| School Taxi | 4% | 0% | 0% | 0% |
| **Total** | **100%** | **100%** | **100%** | **100%** |

2.19 The above suggests that car travel is the prominent mode of travel for staff across the Primary and High School sites with over 80% travelling by car, with 32% of High School pupils and 47% of Primary school pupils travelling by car. Circa 50% of pupils walk to school.

2.20 Notwithstanding the above, as the schools had just returned from a National Lockdown it is not considered that these proportions are necessarily representative of typical pupil travel and, on this basis, average National Travel Survey data for 2019 has been utilised / referenced which considers distance and mode by pupil age groups.

### National Travel Survey Data

2.21    A review of National Travel Survey (NTS) data has been undertaken by way of a comparison given that the April 2021 surveys were conducted at the end of a National Lockdown and not necessarily representative. Whilst there were no obvious datasets found for Wales, there was a dataset available for England (Table NTS0614) that provided information on pupil travel by age, distance and mode. Table 2.2 provides a summary of the 2019 dataset which indicates that 80% of trips under 1 mile for primary school age children are undertaken by foot, with 95% and 53% for 1- and 2-mile journeys for high school children respectively.

| Table 2.2: NTS 2019 (Pupil Travel by Age, Distance, Mode) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Method of Travel** | **High School** | | | | **Primary / Infant School** | | | |
| | 0 - 1 mile | 1 - 2 miles | 2 - 5 miles | 5 miles + | 0 - 1 mile | 1 - 2 miles | 2 - 5 miles | 5 miles + |
| Walk | 94.8% | 53.2% | 5.7% | 0.0% | 80.3% | 19.5% | 0.9% | 0.0% |
| Bicycle | 1.8% | 6.2% | 2.8% | 0.0% | 0.5% | 3.7% | 1.3% | 0.0% |
| Car / van | 2.6% | 27.9% | 36.8% | 35.7% | 18.4% | 70.7% | 87.4% | 73.3% |
| Bus | 0.8% | 11.2% | 50.0% | 53.7% | 0.6% | 5.4% | 9.3% | 17.5% |
| Other transport | 0.0% | 1.5% | 4.7% | 10.7% | 0.1% | 0.7% | 1.1% | 9.2% |

### Existing Staff and Pupil Locations (GIS Plots)

2.22    Table 2.3 provides a summary of the approximate distances from the new campus for existing staff and pupils based on postcode data, with the data suggesting that the vast majority of all pupils live within 1 to 2 miles of each school (80%).

2.23    Based on the proximity of the locations shown, it can be concluded that the NTS travel data provided within Table 2.2 would be more applicable than the information in Table 2.1 particularly with regards to car trips, where it is expected that considering the proximity to the new Campus, the majority of trips would be undertaken by foot. Due to the National Lockdown, it is considered that the travel survey may not be representative, with trips by car higher than usual.

| Table 2.3: Existing Staff and Pupil Approximate Distances to New Campus | | | | | |
|---|---|---|---|---|---|
| **School / Staff or Pupils** | **Approximate Distance to Mynydd Isa Campus School** | | | | |
| | 0 - 1 mile | 1 - 2 miles | 2 - 5 miles | 5 miles + | **Total** |
| Argoed High School Pupils | 223 | 137 | 94 | 48 | 502 |
| Ysgol Mynydd Isa Pupils | 407 | 86 | 48 | 20 | 561 |
| School Staff | 33 | 30 | 32 | 58 | 153 |

| Total | | 303 | 253 | 174 | 116 | 1,206 |
|---|---|---|---|---|---|---|

2.24    Based on the information in Table 2.3, the following can be summarised for each School with regards to proximity to the new Campus at Argoed High School:

- All staff – 63 (45%) staff live within a reasonable walking distance of the new Campus with a further 32 staff living within a reasonable cycling distance.

- Argoed High School pupils – 360 pupils live within a reasonable walking distance (70%), with a further 94 pupils (19%) within a reasonable cycle distance however, considering they are children, so flexibility with regards to distance should be applied;

- Ysgol Mynydd Isa pupils – 407 pupils (circa 70%) live within a reasonable walk distance however, considering they are younger children, flexibility should be applied;

- The data would indicate that it would seem reasonable to suggest staff travel would be a key target within the Travel Plan. With regards to pupils, it would seem that car sharing, walking and cycling could also be a key target of the Travel Plan. Overall, the results indicate that the introduction of hard and soft measures within the Travel Plan should have significant positive impacts on reducing the level of car trips and, in particular single car occupancy trips; and,

- With regards to the staff surveys, in total there are in the region of 120 members of staff currently requiring parking across the 3 existing Schools, with some overspill / on-street parking occurring due to the school car parks being at or over capacity.

2.25    In addition to the above, at Argoed High School, additional information was also gathered on travel, which indicated the following key points:

- Lack of bike security was identified amongst pupils that may deter from the level of cycling uptake;

- Staff car sharing could benefit from a user group to identify opportunities via others that may live nearby;

- For those that may consider travel by non-car modes, an incentive / scheme to purchase e-bikes may be beneficial considering the distances that staff mention they have to travel;

- Some staff mention that a combination of financial measures (i.e. cycle to work scheme, bus ticket reductions) or lack of car parking may also induce a change in travel choice; and,

- For some staff, travel by car is essential.

### Flintshire Active Travel Map

2.26    Following on from the Active Travel Integrated Network Map Consultation in 2017, Flintshire County Council are again looking at measures to make journeys on foot or by cycle across Flintshire easier and safer for everyone, particularly those who don't currently walk or cycle often and people who use mobility aids.

2.27    A review of the Flintshire Central Integrated Network Map (INM) has been undertaken and is shown in **Figure 2.3**.

**Figure 2.3: Flintshire Central Integrated Network Map**
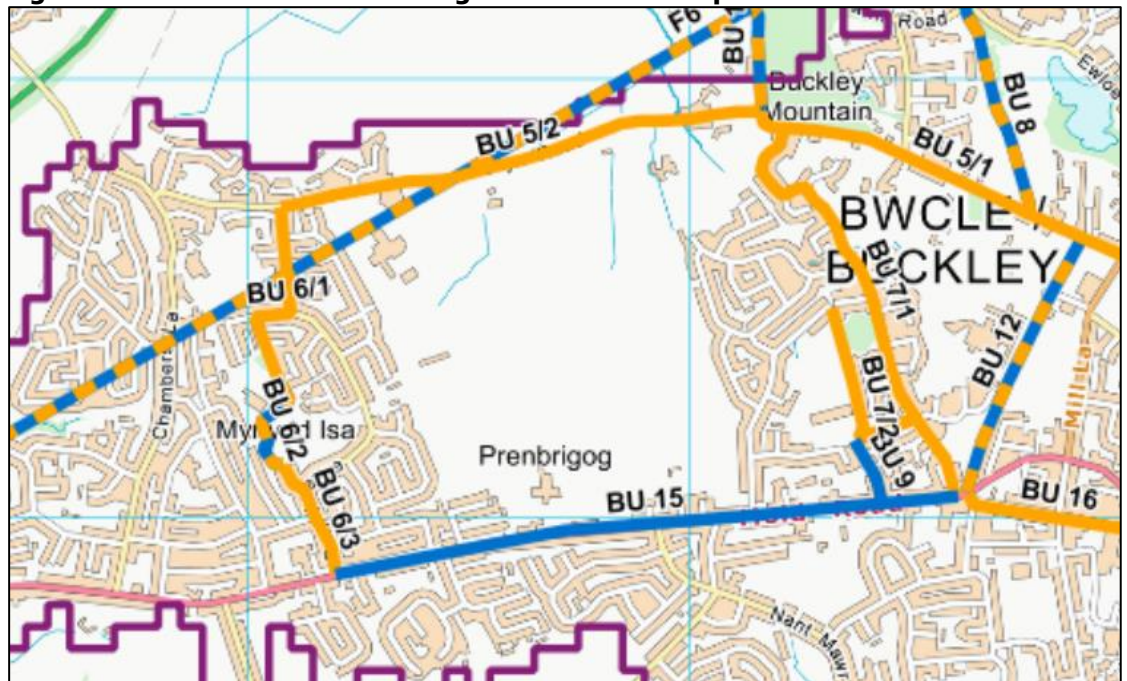


2.28    By reference to the INM the following improvements are aiming to be delivered by FCC over the next circa 15-year period that will encourage trips in the local area by foot and bicycle.

- *"BU 5/1 Alltami Road to Bryn Road. Introduce Quiet Street measures".*

- *"BU 5/2 Bryn Road to Junction with Llewelyn Drive. Introduce Quiet Street Measures".*

- *"BU 6/1 Llewelyn Drive & Alwen Avenue to Wats Dyke Park. Introduce Quiet Street measures on Llewelyn Drive/Alwen Avenue if flows permit".*

- *"BU 6/2 Across Wats Dyke Park Improve access to open space. Remove existing kissing gate. Widen existing path to DE033. Improve lighting".*

- *"BU 6/3 From Wats Dyke Park to A549 Mold Road Introduce Quiet Street measures."*

- *"BU 15 Mynydd Isa to Buckley Resurface footways and provide dropped crossings with tactiles."*

- *"BU 7/1 Ffordd Rowland/ Elfed Drive. Improve traffic calming features and introduce Quiet Street measures."*

### Accessibility by Non-Car Modes of Transport

2.29    The site is accessible by a variety of modes of transport with a large number of amenities within a reasonable walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

### Walking

2.30    In terms of what constitutes a reasonable walking distance it is necessary to consider what is realistic for a walking trip. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) states that *"walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".* The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting trips.

2.31    In addition to this, acceptable walking distances for Schools in Wales is considered to be 2 miles or less for Primary Schools or 3 miles or less for Secondary Schools (with certain other criteria applied) however, this is currently being reviewed. Welsh Government Active Travel Guidance also states that *"walking predominates for journeys of less than two miles".* On this basis, it is considered appropriate that distances up to 2km should considered more than reasonable to be undertaken on foot, and that walking is a realistic mode to consider for trips within this distance however, this distance could in theory be longer (up to 2 miles).

2.32    Further to this, NTS data suggests that for primary school children, 80% of trips under 1 mile (1.6km) are undertaken by foot and 95% of trips under 1 mile (1.6km) for secondary school children.

2.33    **Figure 2.4** provides details of an 800m, 2km and 3km catchment zone surrounding the School. The map shows that a number of residential areas can realistically be accessed on foot, as well as a number of bus stops.

2.34    **Figure 2.5** illustrates the extent of the local footways in the vicinity of the schools.
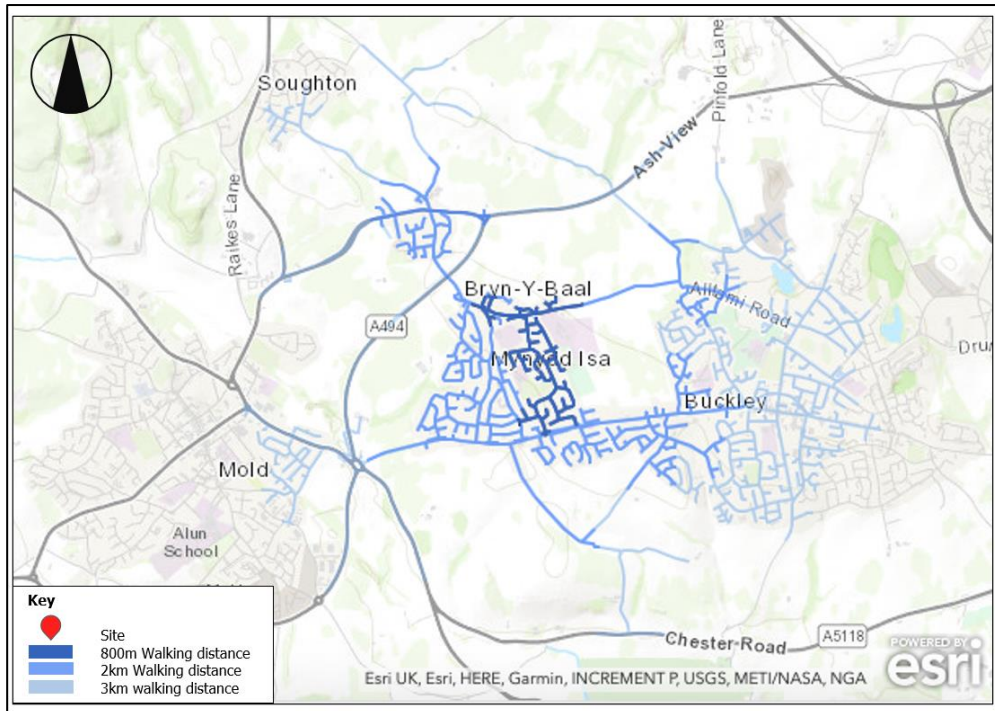
**Figure 2.4: Walking Isochrone Map**



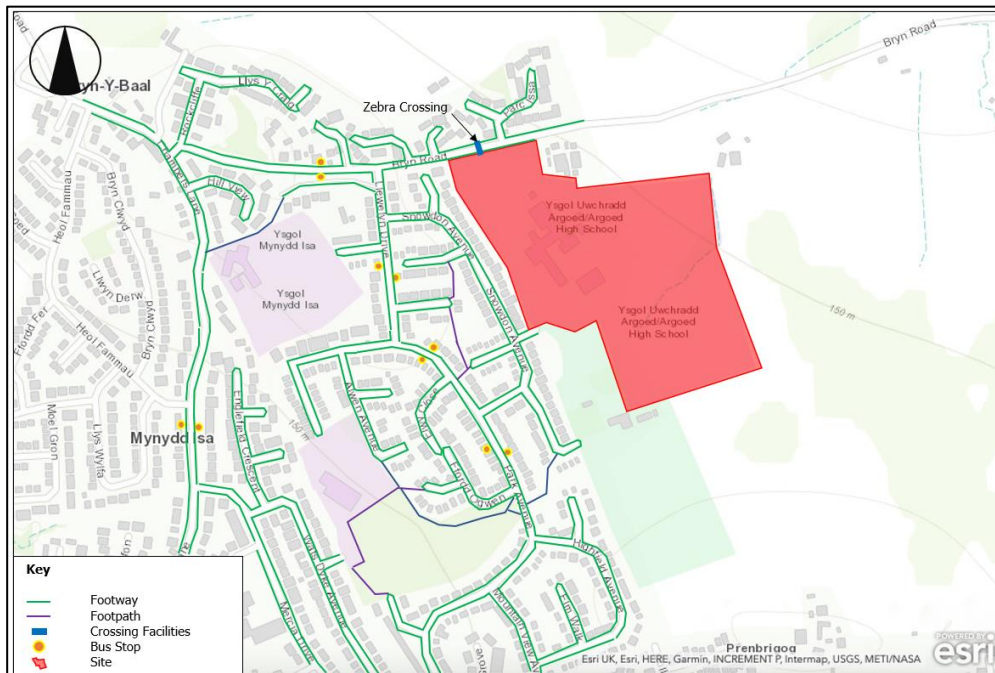**Figure 2.5: Surrounding Walking Network**



**Figure 2.6** and **Figure 2.7** show the existing postcode heat maps for Primary and Secondary school pupils.

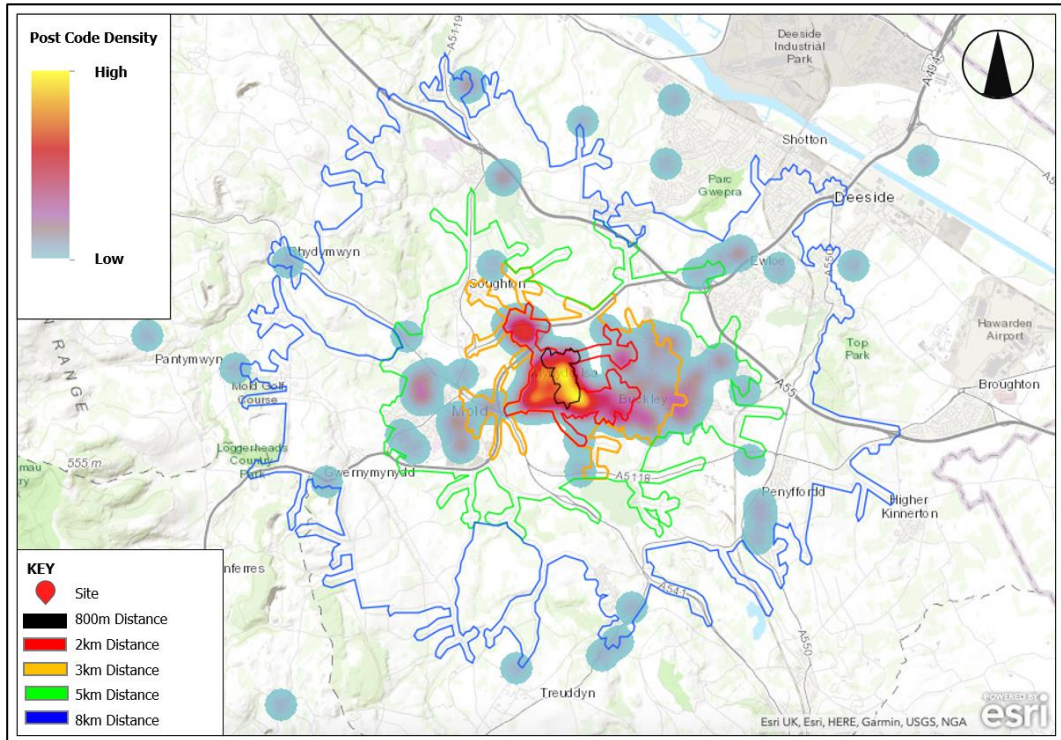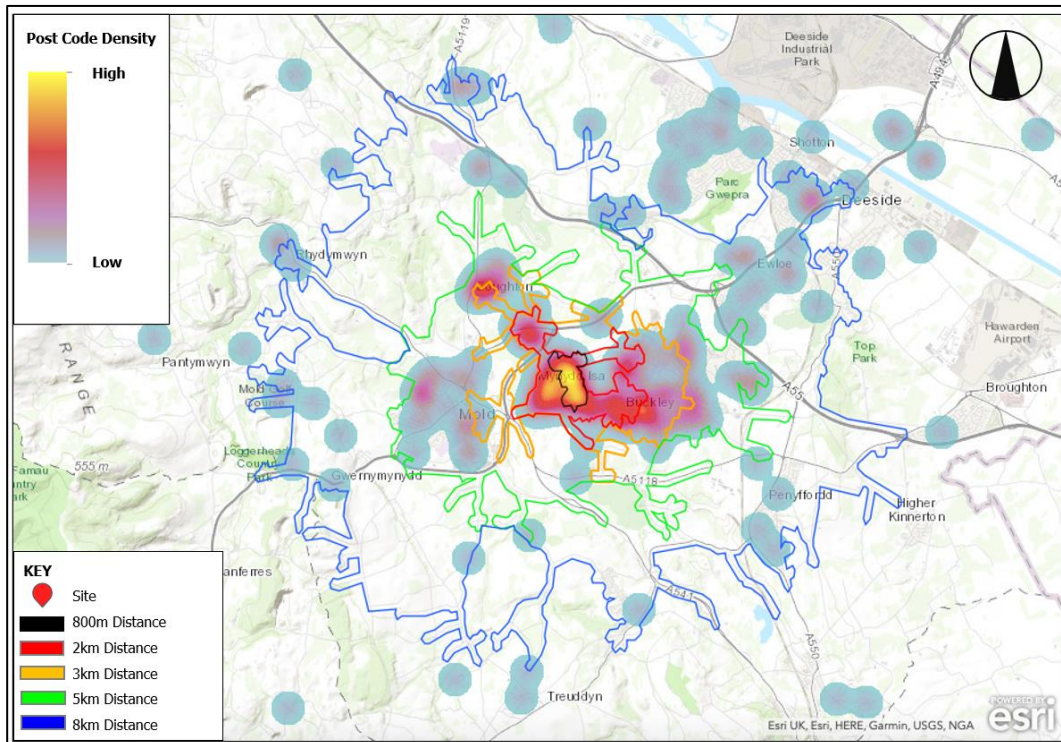**Figure 2.6: Primary School Postcode Heat Map**



**Figure 2.7: Secondary School Postcode Heat Map**

### Cycling

2.35    Local Transport Note 2/08 'Cycle Infrastructure Design' (DfT, 2008) states that *"many utility cycle journeys are under three miles… although, for commuter journeys, a trip distance of over five miles is not uncommon".* It can therefore be concluded with regards to staff, that 3 miles, which is equivalent to approximately 5km, represents a reasonable typical cycling distance. Welsh Government Active Travel Guidance also states that *"cycling is more convenient for longer journeys, typically up to five miles for regular utility journeys".*

2.36    With regards to pupils, considering the Welsh Government guidance on thresholds of 2 miles (3.2km) for younger children and 3 miles (4.8km) for older children, these are also considered appropriate cycling distances.

2.37    NTS data suggests that whilst cycling is not a predominant mode of travel to school, the majority of trips by bike are undertaken by those pupils living within 1 – 2 miles of a school. **Figure 2.8** shows a 5km (3 miles) and 8km (5 miles) cycling catchment from the School. The plan indicates that the majority of the School catchment is likely to be contained within this distance.

**Figure 2.8: Cycling Isochrone Map**
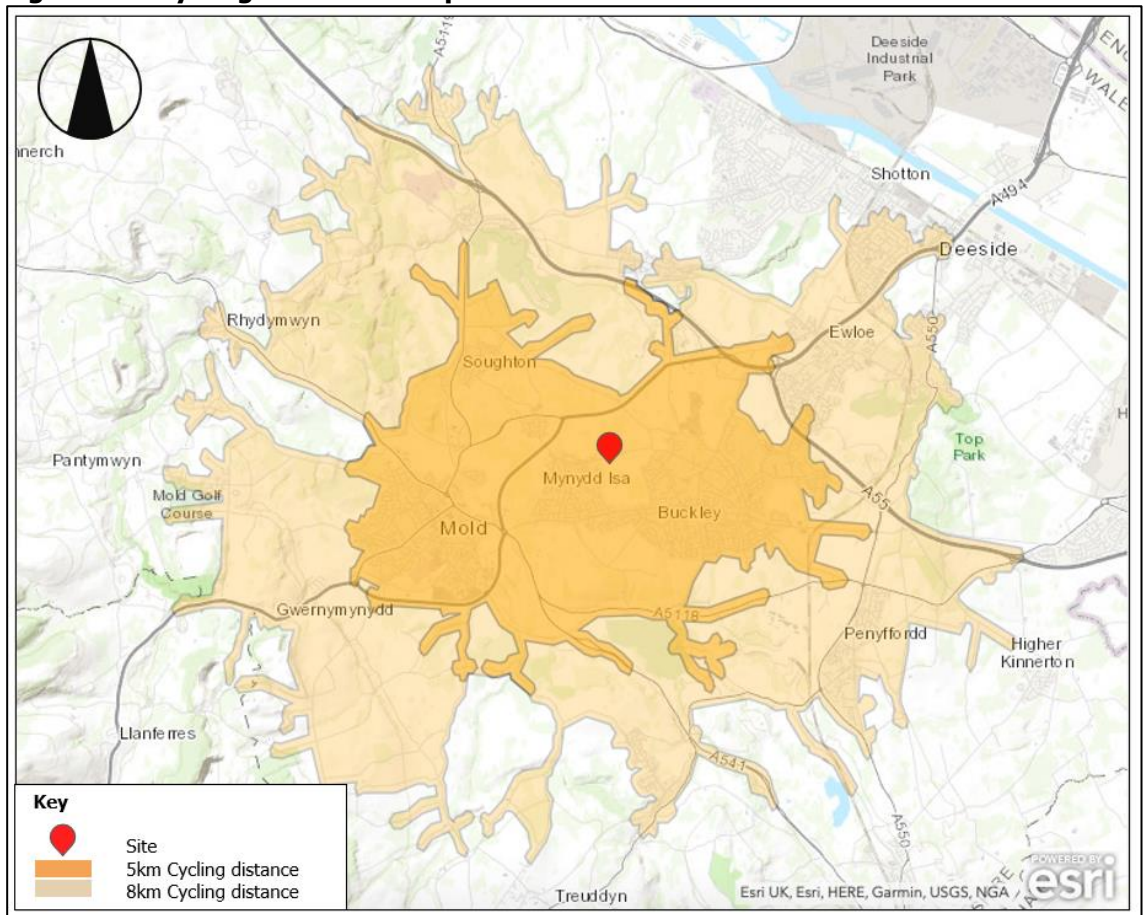
### Public Transport Accessibility

## By Bus

2.38    Bus services are available within a reasonable walk distance of the School, located at the following locations / distances away from the nearest point of access:

- Bus service 4 – Cherry Drive (circa 200m);

- Bus service 4 – Park Avenue (circa 200m); and,

- Bus Service 5 – Chambers Lane (circa 600m).

2.39    Bus service 4 provides approximately hourly services between Mold and Chester, with service 5 between Mold and Ellesemere Port.

## Accessibility Index (AI)

2.40    These are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. Based on the BREEAM AI method of calculation the existing Argoed High School scores less than 2.

## School Arranged Leaner Travel

2.41    A number of students currently benefit from transport provided by the School either in the form of a bus or taxi, where the qualification criteria is met.

# 3 POLICY CONSIDERATIONS

## Future Wales (The National Plan 2040)

3.1 The document states that *"active travel must be an essential and integral component of all new developments, large and small. Planning authorities must integrate site allocations, new development and infrastructure with active travel networks and, where appropriate, ensure new development contributes towards their expansion and improvement."*

3.2 In addition, it is clear that *"the Welsh Government's aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. The sustainable transport hierarchy in Planning Policy Wales, which prioritises active travel and public transport, is a fundamental Welsh Government principle that underpins Future Wales."*

## Planning Policy Wales (Edition 11) and TAN18 Transport (2007)

3.3 PPW Edition 11 states that Transport Assessments *"should cover the transport impacts during the construction phase of the development, as well as when built and in use. Transport Assessments also provide an important basis for the preparation of Travel Plans. Further guidance on Transport Assessments and Travel Plans is contained in TAN 18."*

3.4 TAN18 states that *"developers may voluntarily submit a travel plan with a planning application, for example to illustrate existing promotion of sustainable travel activity at the site. However, in order to determine the necessity and effectiveness of the travel plan, it is preferable that a TA is undertaken, and the travel plan developed as a component of the TIS. The weight to be attached to a travel plan when determining a planning application will depend upon the extent to which it (or parts of it) can be secured through a planning condition or obligation and the extent to which it affects the acceptability of the development proposed. Development that is unacceptable should never be permitted because of the existence of a travel plan if the implementation of that plan cannot be enforced."*

3.5 In addition, TAN18 also states that *"travel plans have in the past concentrated on the promotion of non-car modes. A TIS is an opportunity to not only replicate such previous success but also to strengthen integration of these measures with the physical design of the development. Travel plans still have a role to play as they may be a specified component of a TIS especially for speculative development when the end user is unknown. Measures such as improvements to*

*public transport, walking and cycling provision and car sharing schemes may be suitable for inclusion in the package."*

## Active Travel (Wales) Act 2013

3.6     This is an Act of the National Assembly for Wales to make provision for supporting active travel across Wales, with Welsh Ministers and local authorities to take reasonable steps to enhance the provision made for, and to have regard to the needs of, walkers and cyclists.

3.7     Local authorities should take reasonable steps to enhance the provision made for walkers and cyclists, promote active travel journeys, and secure new active travel routes and related facilities and improvements to existing ones where possible. The proposed development will be focussed around supporting active travel accessibility.

3.8     The document also states that *"every effort should be made to engage schools within the local authority in the consultation process. This could be through holding standalone events or using evidence collected through other means where pupil and residents' involvement can be demonstrated, including:*

- *The development of school travel plans or community access plans;*

- *Learner travel assessments;*

- *Safe routes in communities network audits;*

- *Delivery of behaviour change programmes such as Active Journeys."*

## Flintshire UDP 2000 to 2015

3.9     The Flintshire Unitary Development Plan (UDP) is the adopted development plan for the County, although the adopted UDP period expired at the end of 2015 it remains the current adopted development plan, whilst the Local Development Framework consultation continues. The aim of the UDP is to provide a framework for making rational and consistent decisions on planning applications and to guide development to appropriate locations.

3.10    The UDP identifies sites where new housing, employment and other development can take place, as well as setting out policies to protect important countryside, habitats, resources and heritage.

3.11    In preparing this Travel Plan the following UDP policies have been considered:

- Policy GEN1 – General Requirements for Development;

- Policy D2 – Location and Layout;

- Policy AC13 – Access and Traffic Impact; and

- Policy AC18 – Parking Provision and New Development.

**Flintshire Deposit LDP 2015 to 2030**

3.12    The Flintshire Deposit LDP makes reference to Travel Plans within Policy PC5, PC6 and PC7 which seeks to reduce reliance on the car by incorporating more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle.

# 4 OBJECTIVES AND TARGETS

4.1 This section sets out the overarching objectives for the Campus Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on the monitoring and review of the Travel Plan can be found in **Section 5**.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the school will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

## Objectives

4.2 The Travel Plan's overriding objective is:

**To engage with and encourage pupils, parents, staff and visitors to use sustainable ways of travelling to / from the site from the outset through effective promotion of sustainable and active modes. This will minimise the impact of the development on the surrounding highway network.**

4.3 The sub-objectives are:

- **Sub-objective 1:** To provide visitor, staff, parent and pupil awareness of the advantages and availability of sustainable / active modes of transport from the outset;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users;
- **Sub-objective 3:** To introduce a package of physical and management measures that will facilitate staff and pupil travel by sustainable modes;
- **Sub-objective 4:** To reduce unnecessary use of the car for the journey to and from the school; and
- **Sub-objective 5:** To reduce single occupancy car trips to the school by staff.

## Targets

4.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

4.5    Targets come in two forms; Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

**Action Targets**

4.6    The key action targets are set out below:

- Promote walking / cycling through letters / newsletters home promoting health benefits and safety;
- Provide cycle parking as well as a permeable Campus that encourages trips by active modes of transport;
- Implement monitoring surveys;
- Promote events to encourage walking / cycling;
- Incorporate benefits of Active Travel in the classroom;
- Reduce overall mode share of car trips; and,
- Provide travel information for users of the site at reception and in the staff room.

**Aim Targets**

4.7    The aim targets of this Travel Plan relate to staff and pupils. Targets will be set following the completion of a detailed travel survey in 2022 prior to opening, where these can be refined. The targets will be set to measure progress towards the main objectives over five years (2023 to 2028.

# 5 MEASURES AND INITIATIVES

5.1 This section of the Travel Plan outlines the management measures that the school will implement as a part of the travel plan.

## Pick-up/Drop-off

5.2 It is expected that the majority of High School and some of the Primary School children will be able to travel to school independently and therefore walking and cycling will be key modes to target.

5.3 The Campus will closely monitor car use and specifically use promotional material to encourage parents to use other modes of transport (i.e. bulletins, newsletters, campaigns, etc).

5.4 The drop-off and pick-up area has been designed to accommodate the predicted number of vehicle trips.

5.5 Where appropriate, member(s) of staff will be located at this area to ensure that children can walk from this area to the Campus entrance, without the need for parents to stop and walk children to the entrance themselves to reduce the dwell time of vehicles.

## Before and After School Activities

5.6 Before and after school clubs and activities can help to spread arrival and departure times over a longer period, which will reduce any potential for congestion at the school at the start and end of the school day. There are after school clubs which will close at 5pm.

5.7 The TPC will investigate the potential for additional breakfast clubs and after school clubs to reduce peak hour travel demand.

## Staggered Start and Finish Times

5.8 The Campus will also investigate the potential of staggered start and finish times to also assist in to spread arrival and departure times over a longer period, which will need to be agreed by Governors.

## Marketing and Promotion of Travel Information

5.9 The sharing of information is vital in order to raise awareness of the various travel options and benefits of travelling in a sustainable manner. A number of channels will be used to provide pupils, parents and staff with information including, parent's evenings, newsletters, leaflets and emails.

5.10    Feedback will be sought to identify barriers preventing the use of sustainable travel modes. The TPC will promote sustainable travel for general travel as part of a healthier way of life not only for travel to and from school. Advice will include:

- Public transport information, including routes to the school from local public transport access points;

- Information on cycling and cycle training, including details such as safe routes to the school;

- Walking routes to / from local residential neighbourhoods;

- Teaching of relevant topics / subjects in a classroom setting;

- Inclusion of a travel section on the Campus website;

- Travel noticeboards in staff rooms and pupil common rooms as well as the main reception / entrance points.

5.11    The TPC will ensure that staff are aware of the existence of the Travel Plan and each member will be offered a copy.

5.12    The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained to all staff and discussed with candidates during job interviews.

## Travel Information

5.13    The TPC will provide travel information at the school reception / common areas and in the staff room. This will be used to display a variety of information including the following:

- Maps showing walking and cycling routes to local destinations;
- Local bus timetables;
- The health and wellbeing benefits of active travel;
- New initiative and Travel Plan Measures;
- Travel Plan successes;
- Promotion of events such as Bike Week.
- Any other upcoming events at the Campus.

## Personalised Travel Planning

5.14    The TPC will offer a personalised Travel Planning service for all staff where they require additional advice on travelling sustainably.

5.15    Should pupils specifically require advice, then can also be provided.

### Sustainable Education

5.16    The school will take the opportunity to teach pupils about sustainable transport and the effect of carbon on the environment as part of the curriculum. The following list provides examples of where the school will incorporate the Travel Plan into the curriculum:

- Working out percentages from travel surveys in Maths classes;
- Writing about Travel Plan initiatives in English;
- Learning about the benefits of Active Modes in PE;
- Learning about maps, routes and route planning in Geography;
- Discussing air pollution and climate change in Science lessons.

5.17    The TPC or an assistant will be present at parent's evenings; advice will be given to parents on sustainable ways to get their child to the school.

### Walking to School Initiatives

5.18    Walking is a truly sustainable method of travel which offers pupils independence, predictable journey times and a range of physical and psychological benefits. Walking to school will provide the following benefits:

- Healthier, happier pupils;
- Reduced demand for parking from parents;
- Overall reduced traffic levels which result in less pollution and improve air quality in the local area; and
- Reduced traffic levels result in reduced road traffic accidents.

5.19    The TPC will develop materials to highlight the health benefits of walking and will implement the following measures to encourage walking to school:

- Pupils, parents and staff will be provided with information and advice concerning safe, suitable routes; and
- Pupils will be given pedestrian skills training.

5.20    There are a number of 'walking' initiatives which the TPC will consider involving the Campus in, these initiatives are discussed in the following paragraphs (which also contain relevance to cycling).

#### Walking Routes to School

5.21    Parents and staff will be provided with information and advice concerning suitable walking and cycling routes. Liaison will be undertaken with FCC with regards to where improvements would be best located in line with the Active Travel requirements.

**The Big Street Survey**

5.22    The TPC will investigate whether the school should get involved in the Big Street Survey which is a curriculum resource that enables pupils to investigate the area around the school and create a manifesto on how to make their streets safer and greener.

5.23    Working both inside and outside the classroom, pupils explore what they like and dislike about their neighbourhood, before using their manifesto to lobby decision-makers and elected representatives at national and local level to make their changes happen. Information collected by the students from the Big Street Survey will be used to inform feedback to the Council.

5.24    The TPC will be able to find more information out about how to lead such a survey at:

https://www.sustrans.org.uk/our-blog/projects/2019/uk-wide/big-street-survey/

**Active Journeys Programme in Wales**

5.25    The Sustrans "Active Journeys Programme in Wales" is helping children across the country to safely, easily and confidently travel to school by foot, bike and scooter.

5.26    The School will investigate signing up to this programme, with more details available at:

Active Journeys Programme in Wales - Sustrans.org.uk

**The Active Travel School Award in Wales**

5.27    The Active Travel School Award guides schools through the key steps for increasing and sustaining the number of pupils travelling to school actively. It enables schools to track progress through three levels – bronze, silver and gold – in becoming beacons of best practice.

5.28    The school will investigate signing up to this award, with bronze, silver and gold awards available.

The Active Travel School Award in Wales - Sustrans.org.uk

**The Big Shift Cymru**

5.29    Sustrans' Big Shift Cymru is a free to access online challenge designed to motivate the school community in Wales to travel more actively. The challenge will set targets based on how pupils currently travel to school. Make a Small Step, Big Stride or Giant Leap to increasing active travel and receive recognition for your achievements.

5.30    The school will investigate signing up to this, with more details provided at:

Sustrans Big Shift

**Walk to School Week**

5.31    The school will participate in 'Walk to School Week' where both pupils and staff are encouraged to walk to school during the week.

**Walking Bus**

5.32    The TPC will investigate whether a walking bus could be set up to enable a group of pupils to be collected on a defined route and accompanied to school. TPC will explore walking route options and consider where appropriate pick up and drop off points could be located so as to enable children using the service to complete the majority of their journey to school on foot.

**Park and Stride**

5.33    If there is evidently congestion upon opening, the Campus shall encourage those who use a car to travel to school to be dropped off a minimum of 3 – 5 minute walk from the school entrance to reduce potential congestion on the surrounding roads and on the school site.

## Cycling to School Initiatives

**Cycle Parking**

5.34    Cycle parking is to be provided based on projected future demand for both staff and pupils, with more provided should the need arise, and demand is higher.

**Cycling Routes to School**

5.35    Parents, pupils and staff will be provided with information and advice concerning suitable cycle routes. Liaison will be undertaken with FCC with regards to where improvements would be best located in line with the Active Travel requirements.

**Cycle Training**

5.36    FCC cycle training initiatives will be promoted within the Campus.

5.37    The TPC will liaise with the Council to arrange training sessions for pupils during year one of the Travel Plan.

5.38    In order to promote safety and encourage students to cycle to school, all those who are interested in cycling will be provided with Hi Vis vests. In addition, the TPC will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to pupils and staff of the school. If available, the take up of this discount will be monitored.

### Bike Week

5.39 Bike Week is the biggest nationwide cycling event in the UK which usually takes place in June each year. The TPC will actively encourage cycling in Bike Week to staff / parents considered eligible to be able to cycle safely. Further information can be found at:

www.bikeweek.org.uk

### Bicycle Users Group (BUG)

5.40 BUG's are a good way for less experienced cyclists or those who are not confident in their route to gain experience by cycling with more experienced cyclists. A BUG also removes safety concerns of individual cyclists who travel alone. The TPC will liaise with staff that cycle to establish a BUG. Further information can be found at:

https://www.cyclinguk.org/article/campaigns-guide/bicycle-user-groups-bugs

### Staff Cycle Measures

5.41 The TPC will investigate whether tax incentive schemes such as the Bike to Work Scheme, or lending/hiring cycles and equipment are appropriate for the staff at the school.

## Using Public Transport

5.42 Increased use of public transport is a fundamental aspect of the Welsh Government's sustainable transport strategy.

5.43 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits.

5.44 Up-to-date details of bus services, including route information and service frequencies, will be made available to staff and pupils in common areas of the school. Where possible, financial incentives such as ticket price reductions for staff will be investigated with the service provider.

## School Trips

5.45 The school will use larger vehicles such as vans or coaches for school trips where appropriate, to reduce the need for lots of trips by private vehicle.

## Road Safety

5.46 The TPC will take measures to ensure that pupils are provided with road safety training. In addition to cycle training and provision of hi vis vests for pupils that cycle, the TPC will arrange for the school to participate in road safety training and education available from FCC.

### Other Measures

5.47    There are a number of other measures which will be established by the TPC which encourage involvement with interested parties including Governors, staff and senior management. For example, a Working Group, where all are invited to discuss the Travel Plan and the various measures that will be implemented.

# 6    MONITORING AND REVIEW

## Monitoring

6.1    The Campus Travel Plan is part of a continuous process for improvement, requiring monitoring review and revision to ensure it remains relevant. The monitoring programme will include repeats of the pupil "hands up" survey and staff / parent questionnaire survey. The Travel Plan will be monitored on a yearly cycle.

6.2    Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on a constant basis:

- Demand for cycle parking; and,
- Pick-up/drop-off activity outside of the school at all key access points (i.e. Bryn Road / Snowdon Avenue.

6.3    If vehicle activity outside the school is considered to create disruption, further consideration will be given as to how this can be managed.

6.4    Information gathered through the monitoring process will be recorded for input to the annual review (outlined below).

## Reporting

6.5    The TPC will compile a review report each year that will include the results of the 'hands up' monitoring surveys. Each year the report will incorporate the results of any on-going monitoring throughout the preceding period. The information will be made available to FCC. A full review will be undertaken after 3 and 5 years to ensure all the details within the Plan are up to date and that further consultation is carried out with the whole school community and FCC.

## Funding

6.6    Funding of the Travel Plan and on-site measures and initiatives shall be the responsibility of the school. This includes all monitoring, reporting and staff time as part of the Travel Plan Coordinator position. Funding for the Travel Plan will be agreed annually, so that it can reflect measures and promotional requirements identified during the year. If the Travel Plan identifies the need for off-site measures, the TPC will engage with FCC Travel Plan / highways officers initially to discuss their merit and the feasibility of any improvements.

# 7 ACTION PLAN

7.1 An action plan for the school is set out at **Table 6.1**.

| Table 6.1 Action Plan for Key Travel Plan Measures – Pupils and Staff (2023 to 2028) | | | | |
|---|---|---|---|---|
| **Measures** | **Notes** | **Status/ Target Date** | **Method of Monitoring** | **Responsibility** |
| **General** | | | | |
| Appointment of 'School' Travel Plan Coordinator (TPC) | ASAP | To be appointed by an appropriate member of staff at the school | N/A | School |
| **Information Provision** | | | | |
| Personalised Travel Planning Sessions for staff | The TPC will offer planning services at induction sessions for staff | When necessary upon recruitment | The TPC will keep a record of which staff have utilised the service as well as the nature of the service (group, one on one). | TPC |
| **Cycling** | | | | |
| Staff discount on cycles and safety equipment (if possible) | Cycle to Work Scheme (if appropriate) | When possible | Uptake of offer monitored by TPC | TPC |
| Encourage cycling through awareness events such as National Bike Week | Events to be promoted by email and notices in prominent location(s). | Annual event – June each year | TPC to monitor participation levels and interest | TPC |
| Cycle Training | Participate in training sessions | On-going | TPC to monitor participation levels and interest | TPC |
| **Walking** | | | | |
| Staff and pupils to be provided with information related to safe walking routes. | As part of Sustainable transport education for pupils | On-going through lessons | NA | TPC |
| **Surveys** | | | | |
| Initial Travel Survey (2022) Interim Monitoring Full Review at end of Year 3 and 5 | Interim Surveys annually on the anniversary of the Initial Year 0 Travel Survey | At specific time periods | TPC to undertake | TPC |