

Department for Education

Trinity Academy St Edward's

Travel Plan

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SCP GENERAL NOTES

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Author	<u>SS / KG</u>	Reviewer	<u>SS / AF</u>
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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

Introduction

- 1.1 This travel plan has been prepared by SCP for Trinity Academy St Edward's (TASE) on behalf of the Department for Education, to support a planning application for temporary modular classrooms, to accommodate an increase in pupil and staff numbers for the coming educational year, 2023 to 2024.
- 1.2 The site is located at Eastgate House in Barnsley town centre and can be accessed from Eastgate to the west and County Way to the east. The site will continue to function as Trinity Academy St Edwards for one year, before the Academy relocates to new premises.
- 1.3 A travel plan is required to support the expansion of the existing accommodation and sets out TASE's commitment to managing the number of vehicular trips generated by the site.
- 1.4 The travel plan forms a commitment to the ongoing implementation of the travel plan work.

Travel Plan Approach

- 1.5 Travel plans are dynamic, living documents that can bring a number of benefits.
- 1.6 Travel plans are designed to be flexible to suit individual sites and individual local characteristics. They should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access.
- 1.7 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:
 - Promote healthy lifestyles and sustainable, vibrant communities;
 - Helping children to learn, by encouraging travel by active modes on journeys to and from school and thereby helping pupils to be alert upon arrival;
 - Provide adequately for all users, with a variety of mobility needs;
 - Reduce demand for car parking, thereby enabling more efficient land use;
 - Reduce pressure on highway capacity, particularly at peak times;
 - Improve social inclusion;
 - Cut carbon emissions and their contribution to climate change;
 - Reduce road danger and protect vulnerable road users; and
 - Improve local air quality, while reducing noise pollution.

- 1.8 A travel plan provides benefits to all parties, including the Academy, staff and pupils, and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

Travel Plan Approach

- 1.9 This travel plan has been prepared to encourage sustainable travel to and from the site via the use of walking, cycling and public transport. The measures set out will minimise any increase in traffic, as well as parking demand in the local area.
- 1.10 School travel plans focus on a single location and provide a long-term strategy to positively influence travel patterns in favour of sustainable modes. This travel plan focuses on influencing greater use of sustainable transport by staff and pupils when travelling to and from the site. The travel plan also suggests measures to reduce reliance on single occupancy private vehicle use.
- 1.11 This travel plan contains objectives and targets to guide the travel plan, along with a detailed implementation plan which aims to promote sustainable travel through delivery of a number of enabling and assisting measures. Monitoring and marketing measures are also identified, together with timescales for implementation, responsibilities and an indication of the resource required in order to deliver actions.

2 POLICY CONTEXT

- 2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the objectives and targets represent the current situation in respect of travel and access. A development-related travel plan will normally be prepared alongside a transport assessment (TA) or transport statement (TS).
- 2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.
- 2.3 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.
- 2.4 Travel plans are currently secured within the planning system within the context of the government's **National Planning Policy Framework** (NPPF), which was produced in 2012 and updated in July 2021.
- 2.5 The NPPF states that when promoting developments "it should be ensured that:
- *appropriate opportunities to promote sustainable transport modes are taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*
- 2.6 It goes on to say that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 2.7 With regard to promoting sustainable transport the NPPF states at para 113 that "All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."
- 2.8 Planning Practice Guidance (PPG) is in place to support the NPPF. The PPG on "**Travel Plans, Transport Assessments and Statements**" was provided in 2014. The PPG provides advice on when these documents are required, and what they should contain.
- 2.9 The document states that travel plans should where possible be considered in parallel to development proposals, and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

- 2.10 The primary purpose of a travel plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.
- 2.11 Travel plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements, all of which should be proportionate.
- 2.12 Travel plans should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should to fit in with wider strategies for transport in the area.
- 2.13 A further key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled “**Good Practice Guidelines: Delivering Travel Plans through the Planning Process**”. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.
- 2.14 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.
- 2.15 In terms of local planning guidance, the **Barnsley Local Plan 2019** is in place. The Barnsley Local Plan was adopted in January 2019 and sets out the “*council’s strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of our local environment.*” This document sets out key policies in relation to all developments, including education.

Policy SD1 Presumption in favour of Sustainable Development

- 2.16 “*When considering development proposals, we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*”

- 2.17 In relation to Transport, Chapter 12 sets out objectives to reduce the need to travel especially by car and support sustainable travel and influence travel behaviour through encouraging walking, cycling and public transport.

Policy T3 New Development & Sustainable Travel

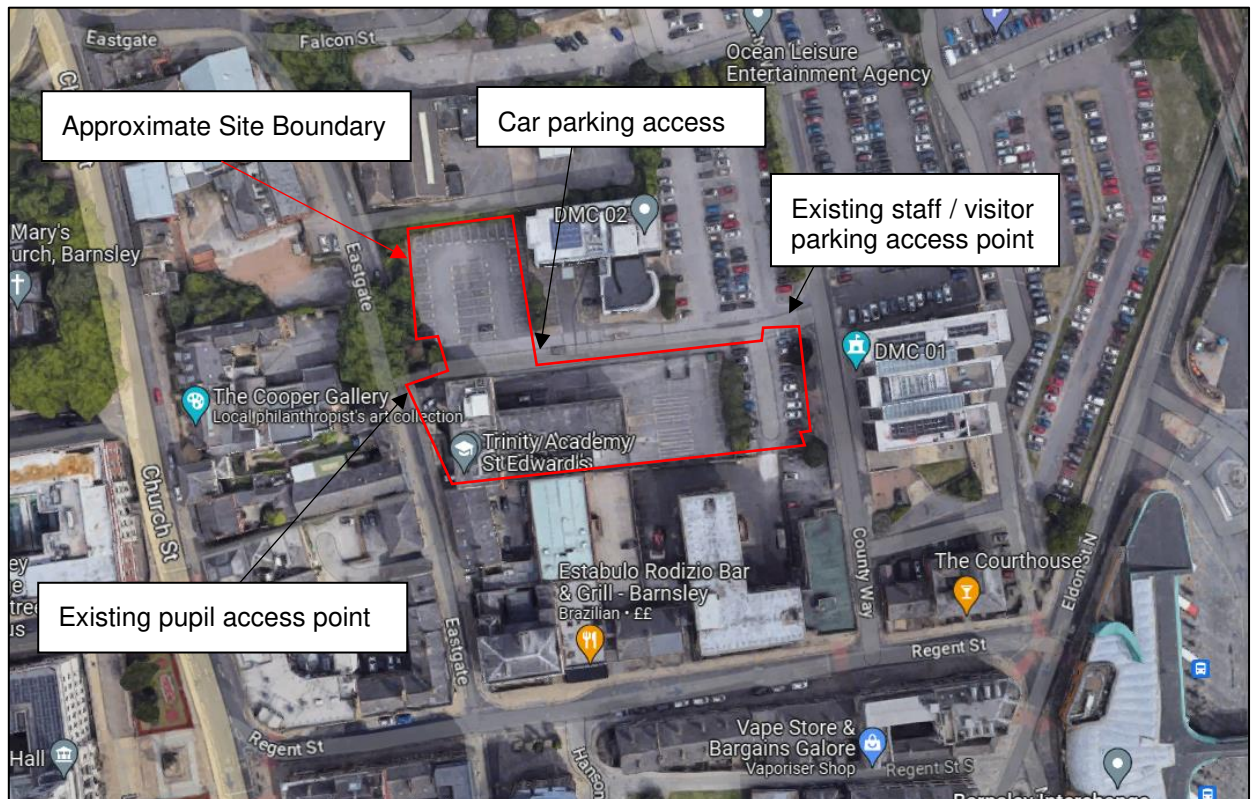
- 2.18 *"New development will be expected to:*
- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
 - Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;*
 - Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and*
 - Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition."*
- 2.19 The **Barnsley Supplementary Planning Document: Parking** (November 2019) is also in place. This sets out the level of car and cycle parking provision expected within new developments, which is as follows:
- "For Schools the car parking requirements would be: 1 space per 3 teaching staff and 1 space per 3 non-teaching staff.*
 - The provision of parking for Powered two wheelers should be considered on the basis of 1 space per 20 car parking spaces."*
- 2.20 The **Barnsley Active Travel Strategy** (2019-2033) sets out actions and targets to create a borough where active travel is a preferred choice. To achieve this the ATS sets out the target for travel to school by active travel; "to increase the proportion of secondary school pupils to 65% (currently 31%) by 2033."
- 2.21 *"The main concern revolves around secondary school pupils with the numbers walking to school declining from 42.8% to just over 30%. Cycling levels for both primary and secondary school pupils have remained at low levels throughout the decade"*
- 2.22 This travel plan has been developed in line with local and national transport policy and guidance.

3 DEVELOPMENT PROPOSALS

Site Overview

- 3.1 The site is owned by Barnsley College and is an existing building within Barnsley town centre. The site location and approximate red-line boundary can be seen in **Figure 3-1**.

Figure 3-1 Site location



- 3.2 The site currently operates as a temporary school location for TASE, whilst the new school premises are being prepared.
- 3.3 The school currently provides educational facilities for 360 pupils, supported by 30 members of staff. From September 2023, an additional 180 pupils and 20 staff will be based at the site, totalling 540 pupils and 50 members of staff.
- 3.4 The development proposals for TASE comprise the addition of three freestanding modular classroom units within the existing parking areas, and modification of an existing school car park into a new school playground, to accommodate the additional pupils. The following works will be undertaken as part of the proposals, which are identified in **Figure 3-2**:

- Area 1: Change of use from existing school car park to a school playground. This will involve a loss of 53 parking spaces.
- Area 2 and 3: Change of use from school playground to accommodate two modular classrooms. This will involve a loss of 30 parking spaces (currently out of use to accommodate the existing playground).
- Area 4: Change of use from existing public car park to accommodate one modular classroom. This will involve a loss of 22 public parking spaces (car park currently blocked off).
- To offset the parking losses, a new car parking area will be dedicated for staff; this will be located to the north of the site, adjacent to Falcon Street. The dedicated car park will be accessed through the adjacent public car park and an access barrier will be installed.

3.5 Extending the new school yard fencing across the top and bottom of the proposed new school yard which would have blocked the private (BMBC) footpath was replaced by the Jack / Jill gate configuration. This was at the specific request of Mark Allen, the School Principal, to ensure there is no blockage of this key access/egress route at the school start & finish times.

Figure 3-2 General arrangements

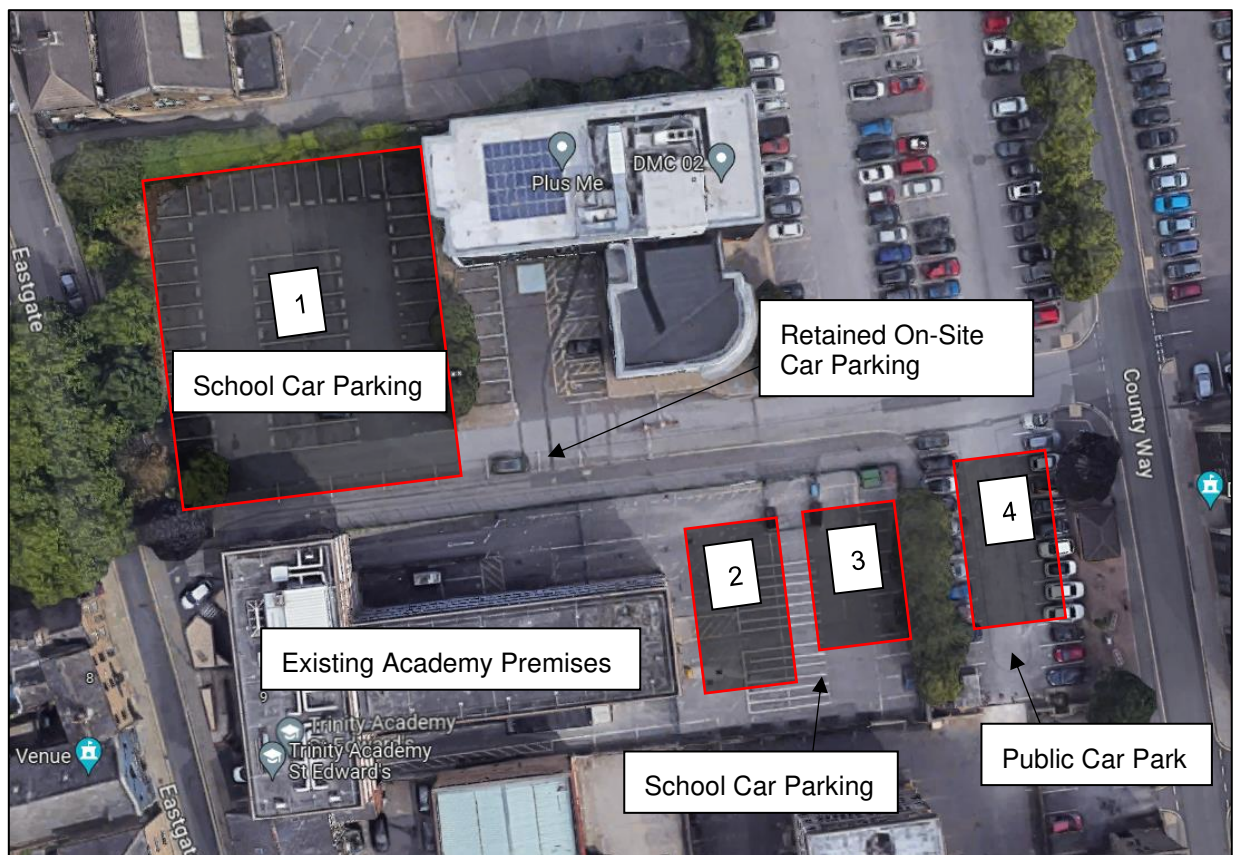
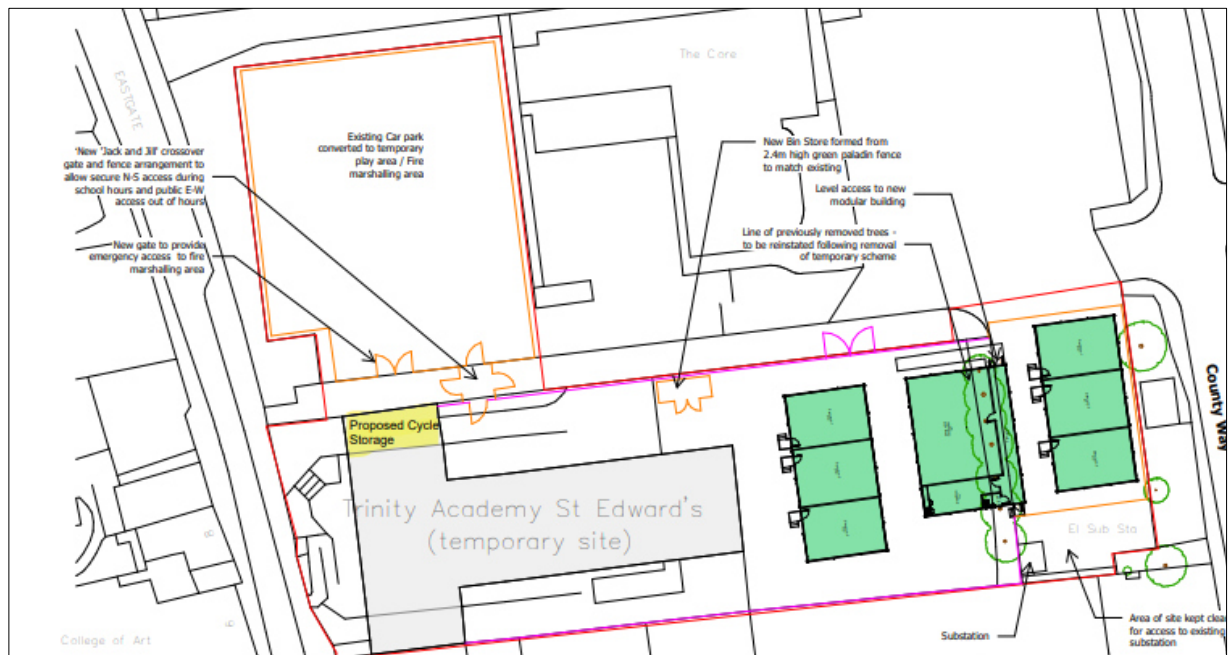


Figure 3-3 Development layout proposals



Parking

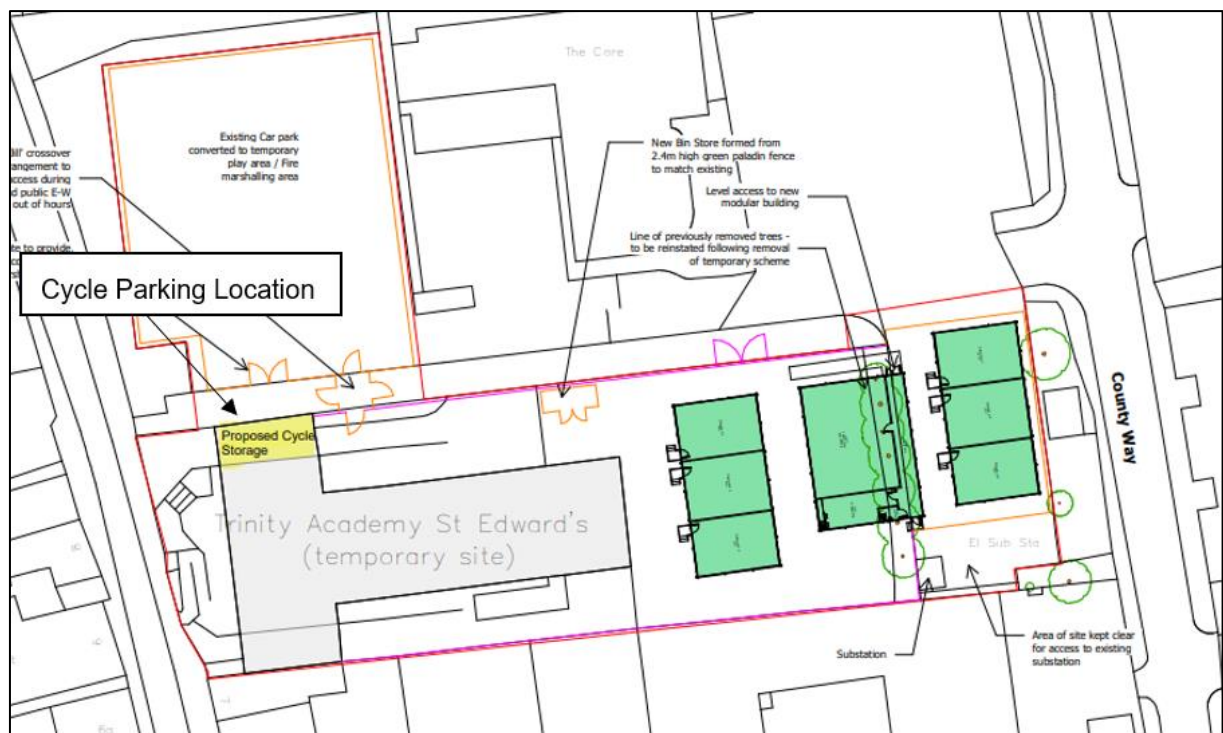
- 3.6 As noted above, 83 TASE parking spaces are to be lost as a result of the development proposals, along with 22 public car parking spaces.
- 3.7 To offset the TASE parking losses, a new car parking area will be dedicated for staff; this will be located to the north of the site, adjacent to Falcon Street, as can be seen in **Figure 3-4**.
- 3.8 The dedicated car park will be accessed through the public car park to the east, from County Way. An access barrier will be installed and up to 52 parking permits will be issued to staff for this space.
- 3.9 It is known that the Falcon Street car park is currently in use by Barnsley College SciTech Centre students. However, parking data received from BMBC has been analysed, and demonstrates that additional capacity is available in the adjacent Seam car parks to offset the losses resultant from the development proposals.

Figure 3-4 Car parking replacement proposals



- 3.10 Parking at Falcon Street will be provided on a first come, first served basis. No reservations will be in place at the time of occupation, however priority car share parking spaces will be considered if demand dictates.
- 3.11 Disabled car parking and cycle parking will be provided in line with BMBC guidance.
- 3.12 The guidance dictates that one long stay cycle parking space should be provided per 10-30 pupils, and one long stay space per 40 staff. This equates to the need for cycle parking for 20 bicycles for staff and pupils of the new cohort. The cycle parking will be wall-mounted, and provided within the student access tunnel, which provides cover from the elements, as well as being within a secure area which is locked once pupils have arrived at the site. The cycle parking location is identified in **Figure 3-5**.

Figure 3-5 Proposed cycle parking location



- 3.13 In terms of disabled parking standards, the guidance dictates provision of *“one space for every employee who is a disabled motorist, plus 5% of the total actual provision for visitors and customers plus a further 4% should be capable of enlargement or laid out as enlarged standard spaces. Spaces designated for disabled parking should be close to the building entrances. BS8300 sets out that spaces should be 2400mm x 4800mm with a 1200mm wide marked access zone between spaces and a 1200mm wide safety zone for boot / rear access”*.
- 3.14 Disabled parking will be allocated at the site on this basis. No new disabled staff members have been identified to date, and as such 5% of the total replacement provision will be allocated to disabled visitors and customers.
- 3.15 In terms of the public car park space losses, as noted above, parking data received from BMBC demonstrates that additional capacity is available in the adjacent Seam car parks to offset the losses resultant from the development proposals. This is further explored in the accompanying TS and Parking Management Plan (PMP).

Refuse / Servicing

- 3.16 Refuse and recycling will be stored to the east of the existing access to the TASE car park, which is accessed from County Way.

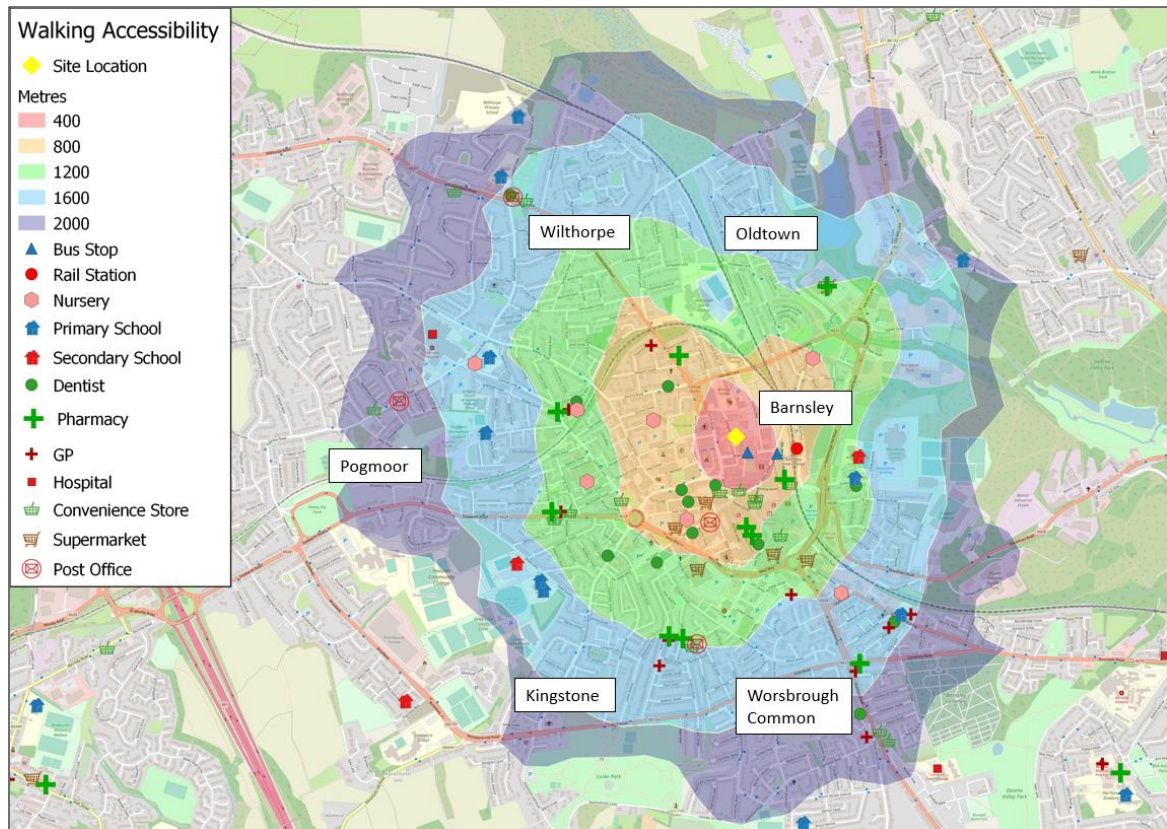
4 ACCESSIBILITY

- 4.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes. The surrounding highway network, pedestrian and cycle facilities, public transport connections and school and public car parking areas in the vicinity of the site were reviewed to support the assessment of the accessibility of the site at present.

Pedestrian Accessibility

- 4.2 Manual for Streets (MfS) guidance document developed by the Chartered Institute for Highways and Transportation (CIHT) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance, which site users may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard Geographical Information System (GIS) TRACC software developed by Basemap utilises the most up to date road and public transport network information to assess accessibility by a range of modes. This software has been used to assess the accessibility of the development on foot for a 2km walk distance from the TASE site, as shown on **Figure 4-1**.
- 4.4 The plan shows the areas accessible within 2km of the site (approx. 30 minute walk) and demonstrates that a number of local residential areas such as Oldtown, Wilthorpe and Kingstone are within 400m walking distance of the site.

Figure 4-1 Walking accessibility within 2km



4.5 A site accessibility audit was undertaken on 6th June 2023 between the hours of 08:00-09:30 to observe the school's AM peak period to consider the existing access and parking arrangements and movements by pupils, staff and visitors.

4.6 The TASE site is located within Barnsley town centre and as such has a range of facilities and amenities on offer within close proximity, including Barnsley Rail and Bus Interchange, and facilities including a post office, convenience stores, pharmacies, health facilities including a dentist and GP, and a post office, as shown on **Figure 4-1**.

4.7

- 4.8 **Figure** 4-2 illustrates the signalised pedestrian crossing outside of Barnsley Interchange. Where pupils and staff would exit Barnsley Interchange after travelling by bus or rail, they are then able to cross the road using the crossing provided to take them north onto Regent Street where there are three further sets of signalised pedestrian crossings.

Figure 4-2 Barnsley Interchange pedestrian crossing



- 4.9 On Regent Street, the most convenient pedestrian crossing for access to the site is located just north of Regent Street's junction with County Way, approximately 60 m north of the signalised crossing outside Barnsley Interchange. The Regent Street crossing is illustrated in **Figure 4-3** below.

Figure 4-3 Regent Street pedestrian crossing



- 4.10 After crossing the road on Regent Street, anyone travelling to the site on foot will be able to follow Regent Street onto Eastgate or County Way without needing to cross any further roads. Between Barnsley Interchange and the site, there are just two road crossings, both facilitated by signalised pedestrian crossings as illustrated in **Figure 4-2** and **Figure 4-3**.
- 4.11 The main pedestrian access to the site is an existing access provided from Eastgate. Eastgate benefits from footways on both sides of the road, dropped kerbs / level access along its length, street lighting, and bollards to stop pavement parking along much of its length, particularly close to the TASE building. Pupils access the site from Eastgate, via a dedicated pupil entrance, illustrated in **Figure 4-4** below.

Figure 4-4 School access (from Eastgate)

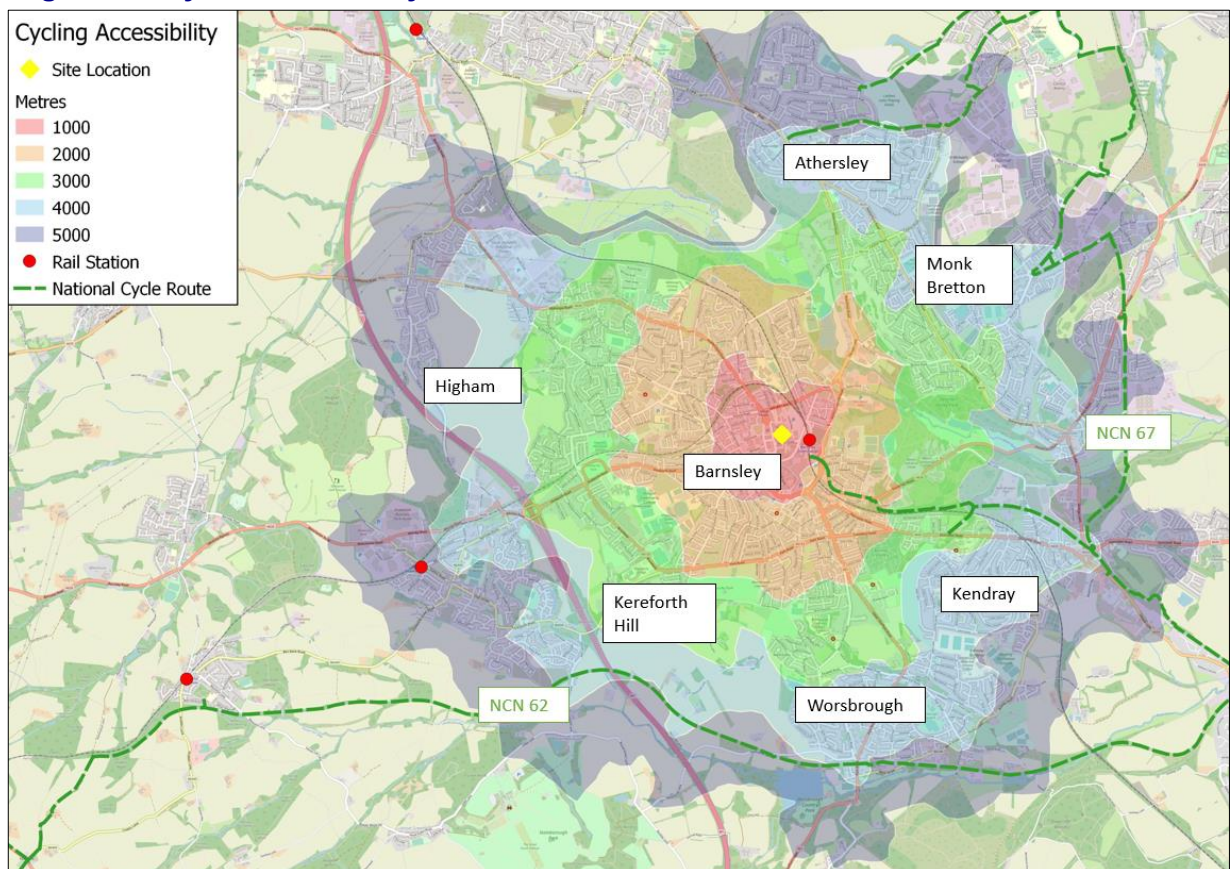


- 4.12 The TASE site can also be accessed from the eastern side of the site, from County Way. As above, the pedestrian provision includes footways of both sides of the road, street lighting, dropped kerbs / tactile paving and level access.
- 4.13 Overall, the site benefits from good levels of accessibility by foot, with nearby residential areas within walking distance of the TASE site. A number of transport connections are also provided in close proximity to the site, enabling walking to be a viable alternative to private car use for existing and prospective staff and pupils of the school. The site is therefore considered to be well located to encourage a proportion of the pupils and staff to travel on foot.

Cycling Accessibility

- 4.14 Transport policy identifies that cycling represents a realistic and healthy option, instead of the private car, for making journeys up to 8 miles / 5km as a whole journey or as part of a longer journey by public transport.
- 4.15 As with the pedestrian analysis, TRACC software has been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4-5**.

Figure 4-5 Cycle accessibility within 5km



- 4.16 The analysis demonstrates that the nearby residential areas of Athersley, Monk Bretton and Higham, amongst others, are all located within the 5km catchment area from the TASE site.
- 4.17 Illustrated in **Figure 4-5** is the site's proximity to the National Cycle Route (NCR) network. It can be seen that NCR 62 and NCR 67 are in close proximity to the site, with route 62 forming part of the Trans-Pennine Trail providing local links between Penistone and Doncaster, and route 67 providing a connection between Chesterfield and Leeds, also as part of the Trans-Pennine Trail. The routes are provided as a mix of on-road and off-road routes.
- 4.18 As the application site is within a 5km cycle distance of a range of residential areas and associated facilities, is close to NCR 67, and intends to provide new cycle parking provision,

cycling is considered to be a viable alternative to private car use for a proportion of the existing and prospective staff and pupils of the school.

Public Transport Accessibility

Bus

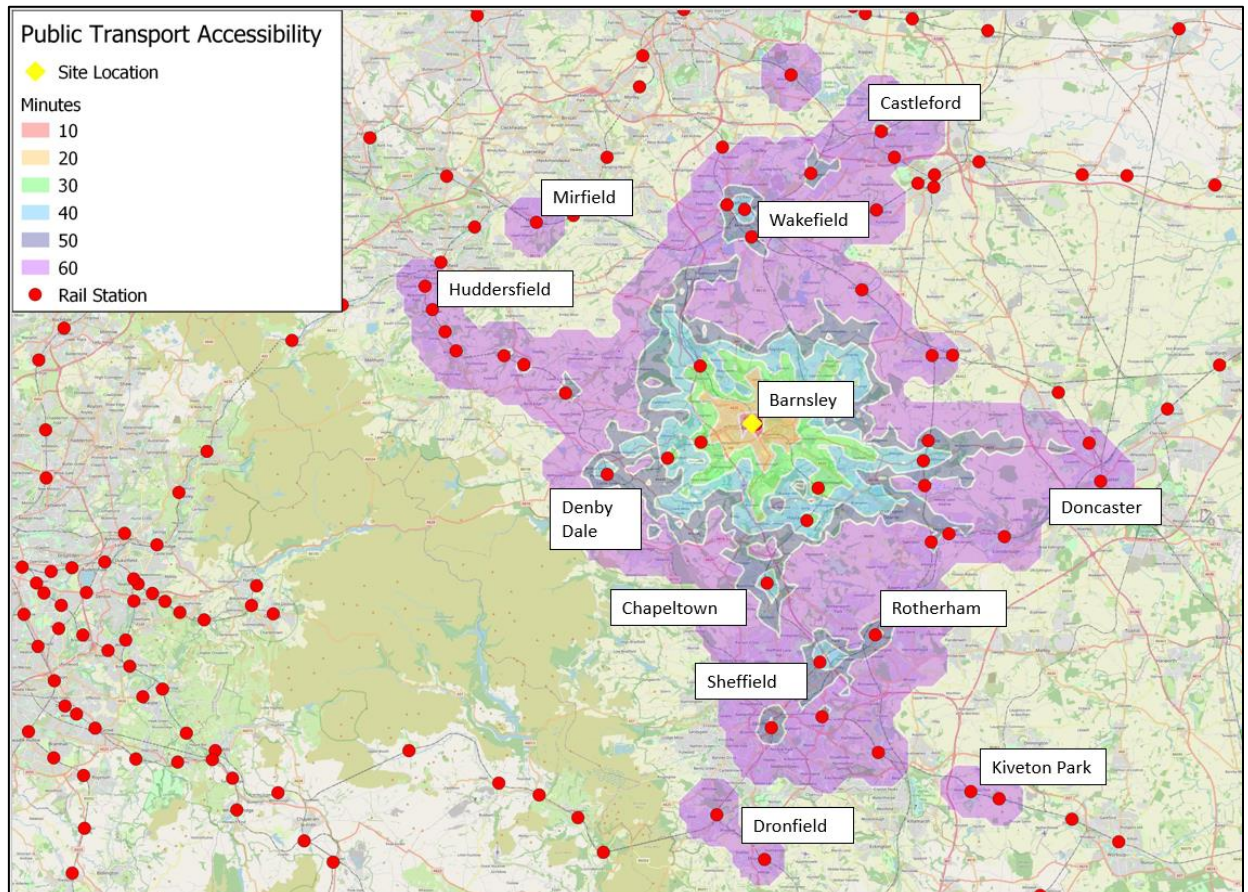
- 4.19 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.20 As detailed earlier, there is a bus and rail interchange located on Eldon Street approximately 300m from the TASE site. An additional bus stop is located along Regent Street, in close proximity to the site, which the school bus serves.
- 4.21 Following review of the existing public transport data, it is considered that there is a good frequency of both school and standard bus services (in combination) stopping on Regent Street and nearby which provide convenient access to/from the TASE site to locations such as Rotherham, Doncaster, Wakefield and Sheffield centres, Pogmoor and Gilroyd amongst others.
- 4.22 The bus stop located on Regent Street is used by the dedicated school bus which runs from Keresford Close, where the new school site will be located, to the stop on Regent Street, arriving around 8.10am; and the reverses its route at the end of the school day, departing the stop at 14:45 on Mondays, Thursdays and Fridays, and at 15:45 on a Tuesday and Wednesday. The service is a single decker private coach which currently carries 25 pupils, as an average, with spare capacity.
- 4.23 The Regent Street bus stop provides a flag and pole, and a raised kerb for easier boarding/alighting. According to information provided by the client, a member of staff is on duty during the morning and after school periods to ensure that the pupils are behaving responsibly.

National Rail

- 4.24 Barnsley Railway Station is located within Barnsley interchange, which is within a 300m walk of the TASE site. It is a staffed station which provides both accessible ticket machines and a booking hall. Step-free access to all platforms is provided, along with a ramp for train access.
- 4.25 The station offers regular direct services throughout the week providing access to destinations including Leeds, Sheffield, Nottingham and Huddersfield, amongst other destinations.

- 4.26 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 4-6** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4-6 Public transport accessibility



- 4.27 The above figure demonstrates that the site is within close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Wakefield, Huddersfield, Sheffield, Rotherham, Doncaster and Castleford, amongst others, are within an acceptable 60-minute commute time.

Summary

- 4.28 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes, due to its location within Barnsley town centre. Access to the site on foot and by cycle is well facilitated and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that staff and pupils at TASE will have a range of sustainable travel options available to them.

5 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

- 5.1 This travel plan forms a framework for future development once the planning application has been approved and the additional modular classrooms are operational.

Travel Plan Coordination

- 5.2 The travel plan will be managed by a travel plan coordinator (TPC) who will be the key contact for the work.
- 5.3 A TPC provides a key role in delivering a successful travel plan, by helping to ensure stakeholder buy-in and ownership of the process is in place. The TPC role will be established prior to the start of the new school year in September 2023, and will lead development of travel plan measures and the day-to-day operation of the action plan. The TPC will be responsible for setting up and launching the travel plan, undertaking surveys, implementing measures, undertaking marketing and monitoring the travel plan.
- 5.4 A TPC is not a full-time role but requires an individual with time to implement and monitor the travel plan, with the requisite communication skills to deliver information to all staff and pupils. Initially the work will require 1 to 2 days per week to set-up, however this will scale back to 1 day per month once all materials and actions are underway and the travel plan is operational, for the duration of the plan.
- 5.5 The TPC will be required to implement the actions identified in the travel plan, together with marketing and monitoring tasks. The TPC will be responsible for setting up and managing the action plan in accordance with the schedule set out in this travel plan.

Contacts

- 5.6 Travel plan success is dependent on ownership of the plan being taken, alongside commitment to implement the contained measures. To ensure any difficulties encountered are addressed efficiently, contact details for the travel plan coordinator are identified below.
- 5.7 The TPC for the site is Mark Allen, Principal of TASE. Mark can be contacted at principal@stedwards.trinitymat.org / 01226 664 166.

Funding

- 5.8 Appropriate funding has been allocated by TASE to cover the costs involved in administering, implementing and monitoring the travel plan over an agreed time period.
- 5.9 The funding will be used to cover the travel plan coordinator's time in undertaking their role, implementation of measures and initiatives, marketing of the travel plan, annual monitoring and production of a subsequent review.

6 BASELINE TRAVEL SURVEY

- 6.1 Travel surveys are undertaken in order to understand how staff and pupils currently travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are used to monitor ongoing travel patterns, over time.
- 6.2 In order to understand how site users are travelling, along with changes to those journeys over time as a result of the travel plan, regular travel surveys are required. The survey responses provide an indication of what targets would be most appropriate for the site, and which measures would be most successful in helping to achieve them.
- 6.3 A short 'hands up' survey of existing pupils was undertaken in May / June 2023 to identify current travel patterns; existing staff were also surveyed for the same information. In parallel, a survey was undertaken by Barnsley Council of parents of the new cohort, also over the same time period. The results are presented below.

Survey Analysis: Existing Staff and Pupils

- 6.4 Modal split and postcode data for the existing staff and pupils has been provided by TASE.

Pupils:

- 6.5 Pupil modal split data was provided in the form of 'hands up' surveys, thereby capturing the movements of all Year 7, 8 and 9 pupils who currently attend TASE. Data for 301 respondents was returned, which equates to an 84% return rate.
- 6.6 As identified in the Transport Statement, the data has been factored to accommodate the total enrolment of 360 pupils having provided responses; this is provided in **Table 6-1** below. Please note that all figures are subject to rounding.

Table 6-1 Existing pupil travel to school modal split

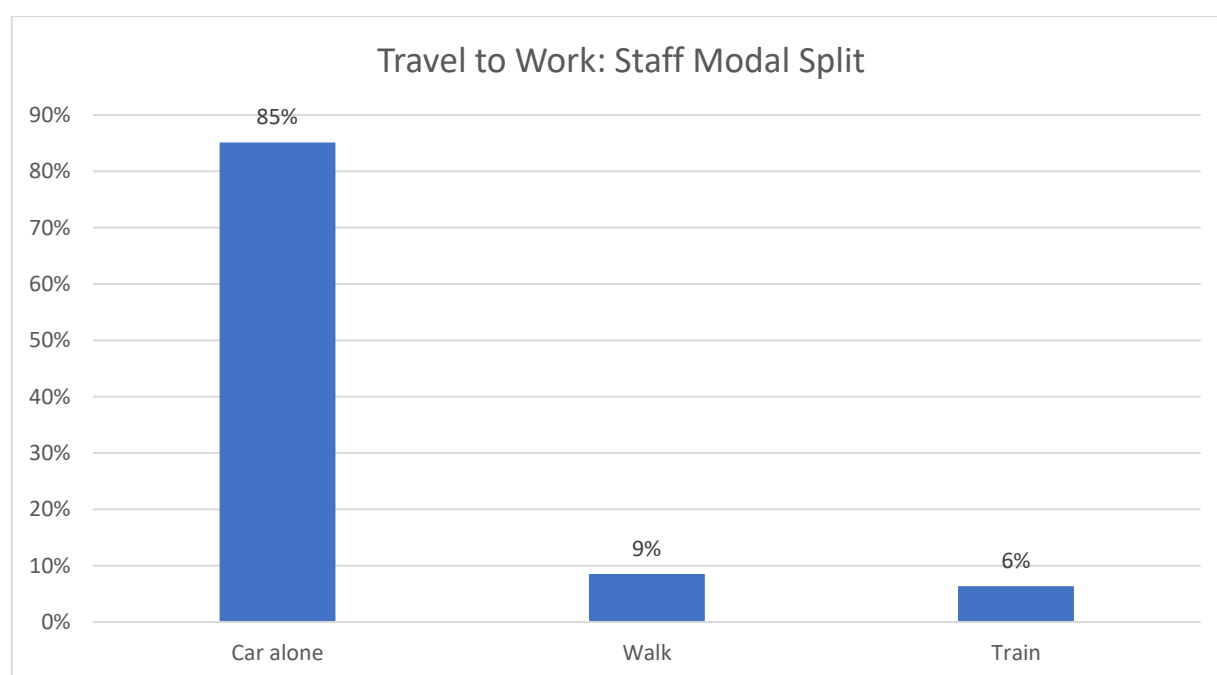
Growth factor:		0.836 (301/360)	AM		PM	
	AM	PM	Factored to 360 - Trips	%	Factored to 360 - Trips	%
Car	144	116	172	48%	139	39%
Bus (school)	15	22	18	5%	26	7%
Bus (public)	84	102	100	28%	122	34%
PT other	1	0	1	0%	0	0%
Cycle/Scooter	2	2	2	1%	2	1%
Walk	55	60	66	18%	72	20%
<i>* Rounded</i>	301	302	360	100%	361	100%

- 6.7 The data demonstrates that in the AM period, approximately half of respondents (48%, 172) travel to school in a car, whether that be in a car share arrangement with family or friends. The remaining 52% respondents travel by a range of other modes, including non-school bus (28%, 100), walking (18%, 66), school bus (5%, 18) and by cycle or scooter (1%, 2).
- 6.8 In the PM peak, fewer respondents make use of the private car and car share arrangements, with 39% (139) travelling this way. Of the remaining 61%, 34% (122) travel by public (non-school) bus, 20% (72) walk, 7% (26) catch the school bus and 1% (2) travel by cycle or scooter.
- 6.9 Whilst small variations can be seen, broadly, pupils tend to travel to and from school in a similar way, with a lower proportion 39% (139) respondents travelling by car and car share arrangement on the way home, and the remainder using a range of modes of transport.
- 6.10 Notably, there are more respondents using public buses (34%, 122) and the school bus (7%, 26) in the afternoons than in the mornings, indicating that there is potential for modal shift onto more sustainable modes at the start of the school day. Further detail of how this will be achieved can be found in the Measures section of this report.

Staff:

- 6.11 Of the 30 staff, all assumed to be full time equivalent (FTE) for robustness, 47 responses were returned. This indicates that it is likely additional responses were provided (e.g. when a person may have travelled by train and then on foot to the school). The results are provided below:

Figure 6-1 Existing staff travel to work modal split



- 6.12 The results returned an estimate of 85% (40) of staff travelling by car, 6% (3) travelling by train and 9% (4) walk. It is assumed that this is the same in the PM peak period.

Survey Analysis: New Cohort

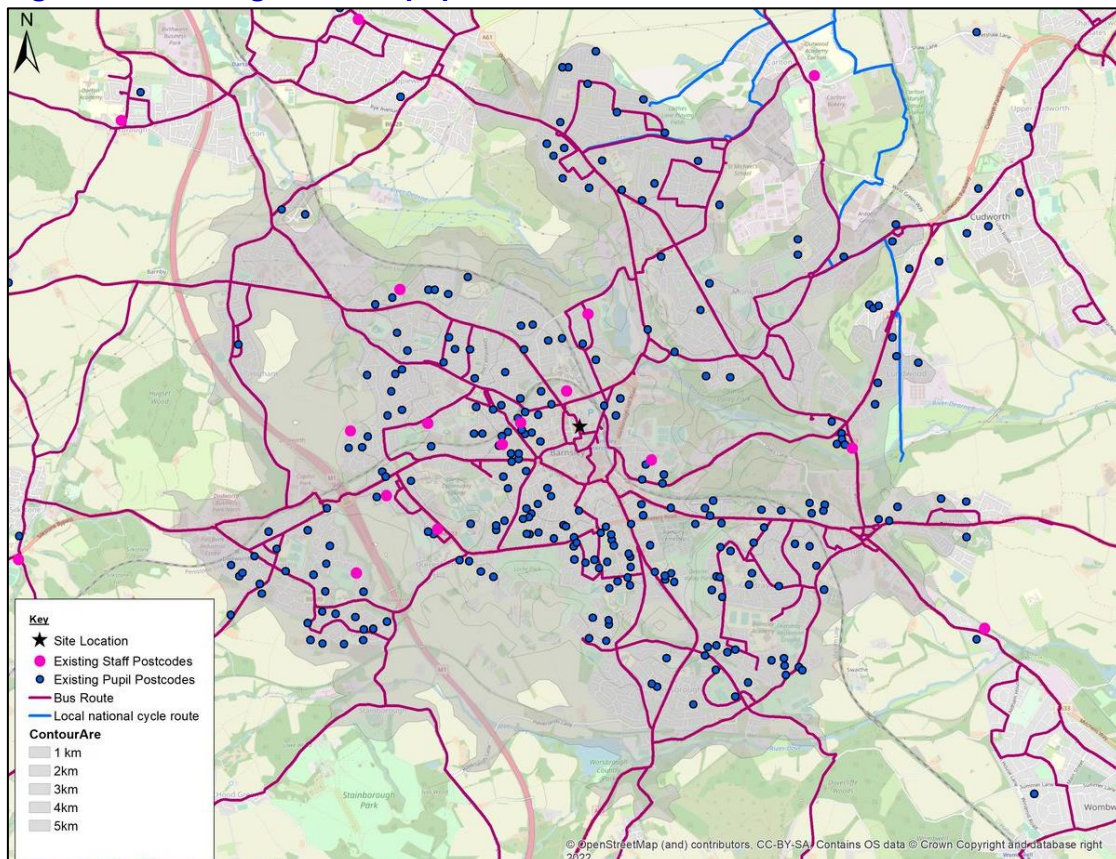
- 6.13 A survey was undertaken of the new cohort, with 180 surveys being issued to parents/guardians of the pupils who will start at TASE in September 2023. The information provided by BMBC covers how they intend to travel to the site, when the new school year begins.
- 6.14 No guidance on number of modal responses parents/guardians would provide was outlined and as such, this survey returned multiple results by each respondent (193 responses by 130 respondents for a new cohort population of 180); for the purpose of comparison against the existing pupil travel choices and to estimate potential modal shift, additional analysis was required; this can be seen below.
- 6.15 Of the 130 respondents, multiple responses were returned (193). The survey indicated that car was the preferred mode of travel (84), therefore the sustainable modes of transport have been adjusted accordingly where:
- 6.16 The remaining 109 responses (193-84) must be factored to account for the parent/guardians that have selected multiple modes of travel for any one pupil. This has been done by subtracting 84 (car) from 130 (total responses), giving a total of 46 users who may travel by sustainable modes. This is considered a robust and "worst case scenario" where, in reality, some pupils may travel by other methods on the majority of school days considering that the current access to public transport to the temporary school is known to be good, for example.
- 6.17 To calculate what this factor is, we have divided 109/46, to get a factor of 2.37. This factor has then been applied to the sustainable travel mode totals, to provide the new estimated values provided in the table following. This was then converted to a percentage (based on 130 respondents). The percentage assigned to each mode of travel (based on 130 pupils) was then applied to the new cohort total of 180, providing the new estimation of individual children travelling by each mode of transport.
- 193 total responses minus 84 car users = 109
 - 130 minus 84 car users = 46
 - Factor is: $109/46 = 2.37$

Table 6-2 New cohort travel to school modal split

How will your child travel to Trinity St Edwards?		= mode/factor 2.37	Modal Choice %	Trips by mode (based on 180 pupils)
		Single Day Trip by Mode (based on 130)		
Walk	47	20	15%	27
Bike	1	0	0.3%	1
DFE funded bus	23	10	7%	13
Public Bus	38	16	12%	22
Car	84	84	65%	116
Total	193	130	100	180
Total responses	130			

- 6.18 As noted, based on the existing modal split illustrated by the survey, 116 (65%) of pupils could travel by car to the temporary school and the remainder (64 pupils, 35%) travel by sustainable modes.
- 6.19 Existing staff and pupil postcodes have been provided by TASE. A postcode mapping exercise has been undertaken to plot the home locations of existing staff and pupils; this is presented below.

Figure 6-2 Existing staff and pupil home locations



- 6.20 The map demonstrates that a large proportion of pupils and some staff live within the Barnsley area, with the vast majority of pupils within 5km of the current TASE site. Potential for modal shift onto more sustainable modes is therefore present.

Conclusion

- 6.21 The collected data demonstrates that approximately half of existing pupil respondents travel to the site by car, with potential for modal shift onto more sustainable modes present; this is indicated by both the postcode maps, and also the varying travel patterns which can be seen in the morning and after-school periods.
- 6.22 In terms of staff respondents, 85% travel by car. Whilst a number of staff members live some distance from the site, some are close to transport hubs and as such potential for modal shift to car share arrangement and public transport would be viable.
- 6.23 In terms of the new cohort of pupils, it is anticipated that approximately 65% (116) would travel by car to the temporary school, and the remaining 35% (64) would travel by sustainable modes.
- 6.24 The information provided by respondents will be used within the following sections of this travel plan to ensure that measures considered will help to encourage modal shift and use of active and sustainable modes of transport.

Future Surveys

- 6.25 The TPC will be responsible for the surveys and will undertake a 'hands up' travel survey covering staff and pupils, with the first survey to take place within the first month of the new school year, in late September 2023, to establish an accurate baseline.
- 6.26 Subsequent surveys will take place on a three-monthly basis thereafter, in December 2023, March 2024 and June 2024. The surveys will identify how staff and pupils are travelling to and from the TASE site, to identify whether any changes to the modal split have occurred.
- 6.27 A review will be undertaken following each survey, to identify progress towards delivery of measures and achievement of targets. The review will summarise the data collected and propose revised initiatives and measures where targets have not been met, including a revised action plan.

7 OBJECTIVES AND TARGETS

Objectives

- 7.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high level objective aspirations have been met. Targets should be linked to objectives and be 'SMART' (Specific, Measurable, Achievable, Realistic and Time-related).
- 7.2 The travel plan recognises that there is not one specific mode of transport suitable for all staff and pupils and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice.
- 7.3 This travel plan has been prepared to achieve the following objectives:
- Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport;
 - Reduce congestion on surrounding roads to improve road safety and minimise harmful emissions;
 - Ensure information is provided to enable staff and pupils to make an informed decision on how they wish to travel;
 - To promote the health and environmental benefits associated with travel on foot and by bicycle; and,
 - To establish the management of the travel plan by appointing a Travel Plan Coordinator who will be responsible for the operation of the travel plan, its day-to-day running and the monitoring of its progress.

School Travel Plans: Evidence

- 7.4 Several reports have been published which identify the success rates of school travel plans; whilst these are fairly dated, the evidence still stands.
- 7.5 A key document of note is "Making School Travel Plans Work: Experience from English Case Studies" (Nov 2010), which states:

"School travel work can be highly effective in reducing levels of car use. For the case study schools in our sample, the average reduction in total car use was 23%, with some high performing schools cutting car use by more than half."

Schools achieved levels of walking, bus use or cycling that were dramatically above the national average. For example, there were two where more than 70% of pupils walked, two where more than 60% came by bus or train, and two where more than 35% came by bike.”

“Taken overall, the results suggest that when local authorities engage with schools that are happy to be involved in school travel work, there will inevitably be some schools that do not achieve a reduction in car use. But a high proportion – between 60 and 90% – can be expected to achieve some positive modal shift. What’s more, a significant percentage – between 15 and 40% of schools engaged in school travel work – can be expected to reduce car use by over a fifth.”

- 7.6 The document therefore identifies that school travel plans can be highly effective. It goes on to state that *“Twenty-six of our 30 case study schools had reduced car use – two of them by more than half. On average, these 26 had cut car use by almost a quarter.*

Of the others, two had seen car use increase but had nevertheless sustained unusually high levels of walking or cycling. A further two had successfully encouraged exceptional levels of cycling but had not yet monitored car use over time.”

- 7.7 Some of the key success factors for achievement of school travel plan targets include the following; please note this is not an exhaustive list of all success factors:
- A variety of initiatives, including:
 - A positive relationship with the local authority
 - A head teacher that was supportive of the work
 - A significant level of awareness raising work
 - Leadership from a champion and/or working group
 - Children’s involvement in decision making, as pupils have a sense of ownership and felt empowered within the school. Secondary schools achieving greater levels of change had involved their students in developing travel plan work and included travel work on the curriculum. The involvement of students was particularly common in schools that had been successful in increasing walking.
 - The inclusion of travel policy statements in induction materials, as the travel work had become part of the ethos of the school; this helps to sustain the work in the long term.
 - Improving school facilities and arrangements for sustainable travel in secondary schools, including provision of staff supervision for students arriving or leaving or waiting for buses.

- 7.8 It should be noted that all of the above items are included within this travel plan, to give the plan the best chance of achieving the identified targets.
- 7.9 The research document also notes that 'living documents' which reflect the school's activity and change over time were more likely to achieve modal shift, than those which provided a fixed travel plan.
- 7.10 In terms of local authority support, the document recommends that local authorities facilitate school travel plan work by providing an ongoing support network including training, information and the chance to share experience with other schools. Other support could include access to a dedicated school travel plan advisor or similar, to provide ongoing assistance and guidance over the course of travel plan implementation.
- 7.11 In terms of cycling, the following evidence has been noted in the above document:
- "...In all, seven case study schools had achieved cycling levels of around 10% or more. The most impressive rise in cycling was at Hillside Avenue Primary School in Norfolk where the proportion of children arriving by bike had climbed from 1% to 12% in just over two years, following a full range of initiatives to promote cycling."*
- 7.12 Whilst the full range of initiatives identified in the quotation above is not detailed in the document, measures included in this section of the evidence document include many of those included in this travel plan, together with further infrastructure measures such as promotion of cycling networks in the local area, low local road speeds, and off-road routes.
- 7.13 It is noted that whilst TASE is in its temporary location, provision of widescale 'hard' infrastructure measures will not be achievable, due to its short-term base in the town centre site. In order to support the achievement of the travel targets, greater levels of promotion will therefore be undertaken to raise the profile of the mode of transport and ensure it remains high, as well as provision of a range of supporting measures such as cycle training and maintenance sessions, new on-site cycle parking facilities, provision of cycling maps, cycle safety assemblies, on-site bike security marking, campaigns, and the active travel incentive scheme which will provide a wide range of cycle-specific support to pupils.

Modal Share Targets

- 7.14 The full and permanent Planning Application for TASE on their Keresforth Close site has been assessed, including a review of the proposed Transport Assessment (TA) targets for the permanent site.

- 7.15 The permanent site TA targets have been inserted into **Table 7-1**, alongside the data received from travel surveys of existing staff and pupils, and surveys of the new intake of pupils. Targets for the temporary TASE site are also identified within the table.

Table 7-1 Modal split and target comparison

	Full Application FTP Modal Splits	Existing Cohort (Hands up survey)	New Cohort Survey (factored)	Proposed modal shift for temp TASE site AM	Proposed modal shift for temp TASE site PM
Walking	45%	18%	15%	20%	22%
Cycling	1.40%	1%	0.32%	6%	6%
PT	27.70%	33%	20%	33%	41%
Car	25.20%	38%	65%	31%	21%
Car share	3.30%	22%	0	10%	10%

- 7.16 Table 7-1 has been used to inform the baseline modal split targets considering the permanent site, the existing cohort and the new cohort survey responses as undertaken by the school. Described below is further information regarding these data sets and how they have informed the modal split targets for the new cohort. Full detail of the data sets utilised can be found in **Appendix 1**, in summary these are:

- The Full Application TA produced in 2021 (Application Reference 2021/1631) based its modal splits on travel to school data for ten separate Barnsley-based educational facilities, which are currently implementing TPs; the schools are not based in the same location as the temporary TASE site and therefore local public and active travel infrastructure will vary.
- The identified modal shift target for new cohort is based on the 2023 survey data received, which is considered to be a more robust assessment, when compared to use of modal split data for other secondary schools across the Barnsley area.
- The town centre TASE site will only be in operation for one school year, from September 2023 to July 2024, and as such the short-term nature of the site will have an impact on travel patterns when compared to a permanent school site.
- The National Travel Survey (NTS) has been used to provide an indication of targets that can be achieved. The NTS survey publicised modal splits were not used within the trip estimations for this temporary site, but considered as a tool with which to rationalise the targets identified for the new cohort. Whilst the cycling modal split target proposed for the new cohort is higher than the 4% cycling modal share indicated in the NTS, this only

equates to 11 no. new cohort pupils travelling by bicycle. Together with the supporting cycle measures, such as cycle parking, Bikeability training, cycle maintenance training, on-site bike security marking, and promotion of any available cycle discounts, together with travel event promotion such as Cycle to School Week, and the sustainable active travel competition, it is considered challenging yet achievable.

- The site is located in the town centre which provides a network of walking, cycling and public transport infrastructure far in excess of the provision in out-of-town locations, and as such modal shift onto these alternatives modes will be supported by the range of available facilities, which are not present at the same level for non-town centre educational facilities.
- Travel habits over the course of the school year are likely to change as a result of the introduction and marketing of the TP.
- Travel habits are known to change over the course of a school day, with the morning modal split tending to be more car-focused, as parents/guardians drop off their children on the way to work, with pupils travelling in a different manner on the way home, due to the early finish time meaning that car-based collections aren't always possible. Once new pupils are familiar with the location they are travelling to and from, their AM behaviour is also likely to change to alternative modes, such as those used in the after-school period, and as such travel behaviour over the course of a school year can be fundamentally different at the end of the year, compared to that noted at the beginning.
- Targets are based on a worst case scenario and will be reassessed following the first monitoring survey to take place in September of the new school year.

7.17 The full breakdown of modal share targets for staff and pupils can be found in the following tables.

Table 7-2 Pupil trip estimates

PUPIL TRIP ESTIMATES																
Mode of travel	% of existing travelling by this mode		Existing 360 Pupils Trip Generation Summary* rounded		Anticipated % of 180 new cohort travelling by this mode (according to the survey)		No Intervention Trip Estimate		Intervention							
									180 cohort Trips rounded							
							Initial 180 cohort Trip Generation Summary* rounded		Potential mode split		Mode Shift Change		Potential mode split		Mode Shift Change	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	No.	%	PM	No.	%		
Walk	18%	20%	66	72	15%	17%	27	31	20%	36	+5%	22%	40	+7%		
Cycle	1%	1%	2	2	0.32%	0.32%	1	1	6%	11	+6%	6%	11	+6%		
Bus (school/public)	33%	41%	118	148	20%	28%	36	50	33%	59	+13%	41%	74	+8%		
Car (Including Car Share)	48%	39%	172	139	65%	55%	116	100	41%	74	10% car	+ 10% car share	31%	56	- 20% car	+ 10% car share
Values subject to rounding	100%	100%	359	361	100%	101%	180	181	100%	180			100%	180		

Table 7-3 Staff trip estimates

STAFF TRIP ESTIMATES												
Mode of travel	% travelling by this mode		Existing 30 Staff Trip Generation Summary* rounded		Anticipated % of 20 new staff travelling by this mode		No Intervention Trip Estimate (20 New Staff)		Intervention			
	AM	PM	AM	PM	AM	PM	AM	PM	Assume 80% of 85% car users travel outside of peak	Peak Staff Journeys	AM	PM
Car	85%	85%	26	26	85%	85%	17	17		5%	1	1
Sustainable Modes	15%	15%	4	4	15%	15%	3	3				
Values subject to rounding	100%	100%	30	30	100%	100%	20	20				

- 7.18 The tables above illustrate the potential trip generation (1-way) associated with the 180 new pupil cohort both as a baseline (no intervention) and following potential mode-shift as the 'intervention' scenario.
- 7.19 The potential intervention where modal shift can influence mode choice for pupils and can reduce car trips to school has been estimated based on a variety of assumptions including consideration of the existing trip generation modal choice, the new cohort survey and following review of National Travel Survey data. Additionally, considerations such as location, proximity to services/infrastructure etc, have all been used to generate a realistic modal shift.
- 7.20 In summary, and based on the new cohort survey, in the AM school peak, a reduction in single occupancy car usage by 10% and an increase in car sharing by 10% (resulting in 31% car usage), then sustainable travel might account for 59% of trips to school – of which 20% consist of walking; 6% cycling and 33% public transport.
- 7.21 In the PM period, by increasing the sustainable transport users, car usage can then again be reduced to 31% (car+car share) where of the additional 10% car usage reduction, 8% diverts to public transport and 2% travel home on foot. This behaviour is typical of schools where the existing pupil survey indicates difference in mode choice in PM, and where schools are generally more car dominant in AM due to drop-off en-route to work but no pick up in PM as school peaks are typically 2 hours earlier than PM network (finish work) peak, as such, the predominance of sustainable travel home from school increases.
- 7.22 As noted above, this travel plan aims to encourage greater use of sustainable modes of transport and includes a range of measures to ensure that staff and pupils have the support they require to do so. With this support it is hoped that the modal share for vehicle use will reduce to the levels identified within the targets tables.
- 7.23 The TPC will undertake a repeat 'hands up' travel survey covering staff and pupils, within one month of the school's operations starting in September 2023, and then every three-months thereafter. The survey will identify how staff and pupils are travelling to and from the TASE site, to identify whether any changes to the modal split have occurred. Targets will be reviewed following the travel survey, and will be amended if required, with the agreement of BMBC.

8 MEASURES AND MARKETING

- 8.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the site. Consultation with staff and pupils, for example, through travel surveys, is therefore key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular.

Travel Awareness

Provide a Travel Information Pack to all Staff and Pupils

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes.
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- 8.2 Good accurate information on the range of services and travel initiatives available at the site will be a critical element of a successful travel plan. A travel information pack (TIP) will therefore be issued to all new staff upon confirmation of their role, to new pupils prior to them starting at the site, and to all existing staff and pupils (and their parents/guardians) using the site, to provide information on the location and accessibility of the site using a range of transport modes, and the policy regarding vehicle parking facilities.
- 8.3 The pack will be mainly map-based with a focus on marketing and promotion of measures. The pack contents will be worked up by the TPC, before being finalised and issued to staff and pupils.
- 8.4 As such, the TIP will include, though not exclusively, the following:
- An introduction to the travel plan, listing the contact details of the TPC;
 - A map showing the location of the site in relation to the local area, highlighting key local facilities;
 - Public transport information, including:
 - A map showing the location of the site in relation to the local area, highlighting the nearby bus stops and train station;
 - Details of the school bus, including collection and drop-off locations and timings;

- Details of where public transport timetables can be found;
 - Details of local journey planning websites.
 - Active travel information, including:
 - A map showing local cycle and walking routes, which will also indicate the locations of on and off-site cycle facilities;
 - Details of local bike repair shops/retailers, along with available training and maintenance sessions;
 - Detail of local car sharing schemes;
 - A car cost calculator, providing information on the full cost of car use (i.e. financial, environmental, health, etc.); and
 - Details of local taxi firms.
- 8.5 The TPC will review the information provided within the welcome pack on a six-monthly basis, to ensure that staff and pupils are kept up to date with any changes, such as new bus timetables, withdrawn or new services, or new contact details.
- 8.6 The TIP will be issued in electronic format to ensure that sustainable travel patterns are created from the beginning of the new school year in September 2023.

Induction Information

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

- 8.7 To ensure that new staff are aware of the travel plan, the information provided in the TIP will be presented to staff as part of their welcome induction session. This will ensure that all staff are reminded and fully aware of the policies with regard to travel, as well as the various support and benefits available to them.
- 8.8 Existing staff will also be invited along to any sessions where transport will be discussed, to ensure that they are aware of the various ways of accessing the TASE site.

Website

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

- 8.9 Information regarding the travel plan will be placed on the TASE website to supplement the existing link provided to Google Maps for journey options. This will comprise introductory information explaining the purpose and aims of the travel plan, together with links to support and further information. Information pertaining to walking, cycling, public transport and car sharing to the TASE site will be provided on the website.

Travel Information Noticeboards / Displays

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

- 8.10 Travel information noticeboards (TIBs) will be installed in staffrooms and in communal areas within the TASE building. The information provided will aim to encourage new and continued travel via sustainable modes. Noticeboards will contain introductory travel planning information, explaining the purpose of the work, along with details of the various ways to access the site. This will include up-to-date travel information, promotion of sustainable travel events including Bike Week and European Mobility Week, and contact details for the TPC.
- 8.11 The TPC will ensure that any changes to the travel plan or any relevant information such as timetable seasonal changes are passed on to staff and pupils via noticeboards and the staff intranet, as well as through school newsletters.
- 8.12 Noticeboards will also be populated by pupil displays on sustainable and active travel, which will be produced as part of the curriculum, for example, linked to lessons with the Barnsley Council 'Active Barnsley' Team (see walking and cycling measures below), thereby providing some ownership of the travel plan to pupils.
- 8.13 A programme of content for the noticeboards includes the following:
- September: Introduction to the travel plan; basic information on the purpose of the work; mode options and information on the walking and cycling challenge.
 - October: 'Hands up survey' results; progress against targets; key measures to be promoted this term; any bus timetable changes; promotion of Bikeability / Ramp Up training sessions; case studies of pupils who cycle and their recommendations / why they enjoy it.

- November: Promotion of the school bus and local bus services, including displays produced by pupils using the services to encourage others to partake on both AM and PM trips.
- December: Walking and cycling challenge information; winners to date; pupil displays showing Bikeability / Ramp Up training sessions; car sharing promotion including pupil displays; encouragement to get involved.
- January: 'hands up survey' results; progress against targets; key measures to be promoted this term.
- February: Promotion of the school bus and local bus services, including displays produced by pupils using the services to encourage others to partake on both AM and PM trips. Promotion of any further Bikeability / Ramp Up training sessions.
- March: Walking and cycling challenge information; winners to date; pupil displays showing Bikeability / Ramp Up training sessions; car sharing promotion including pupil displays; encouragement to get involved.
- April: 'Hands up survey' results; progress against targets; key measures to be promoted this term; any bus timetable changes.
- May: Promotion of the school bus and local bus services, including displays produced by pupils using the services to encourage others to partake on both AM and PM trips.
- June: Final push to encourage pupils to walk, cycle, use public and school buses, and car share, including displays from pupils covering each mode of transport.
- July: 'hands up survey' results; progress against targets; reminder to continue travelling sustainably over the summer months, and when the school term restarts in September 2024.

School Newsletters

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

- 8.14 TASE sends out regular newsletters as part of their ongoing communication with parents / guardians, to inform them of upcoming events within and affecting the

school. As part of this regular communication, information about the travel plan and various ways of travelling to the TASE site will be highlighted. Information about the travel plan will be included within the newsletter on a quarterly basis.

Assemblies

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

- 8.15 Assemblies are a focal point for communication within schools and will be used to promote the travel plan and various options available in terms of travel to the school. The content of travel plan-related assemblies will vary across the year and will include presentations from the pupils on the travel plan, be information-based to discuss the health benefits of active and sustainable travel use, include discussions on road safety, feedback on pupil and staff travel survey results, and presentation of awards from the class travel competition. The assemblies will also provide an opportunity for discussion of any new or modified measures, to promote these to the entire staff and pupil body.
- 8.16 Assembly content will follow a similar pattern to that provided for the noticeboard content, to ensure that displays and assemblies, and the information being disseminated at any one time, aligns.

Mode-Specific Measures

Walking

Target: To increase the percentages of pupils walking to the site to 20% of the modal share

- 8.17 The TPC will encourage walking as a mode of travel to and from TASE by implementing the following initiatives:
- Raise awareness of the health benefits of walking through promotional material in the TIP, on site noticeboards, newsletters and on the website;
 - Provide a map showing walking routes as part of the TIP, indicating distances and times to key local facilities near to the site such as available public transport;
 - Encourage pupils to take part in collaborative work with the Barnsley Council 'Active Barnsley' Team, to involve pupils in education and safety initiatives as part of the curriculum;

- Set up and operate a walking bus / groups from local transport hubs such as the bus and rail stations, and from the school bus drop-off location;
- Provision of personalised journey planning for those wishing to receive help planning their walking journeys; and
- Set up and operate a sustainability incentive scheme for pupils who have travelled by active (walking and cycling) modes, to be run on a class-by-class basis as a competition. Prizes will be in the form of 'house points' which individual pupils who cycle or walk to school can win each day; these will contribute to their cumulative House total. Children who cycle or walk for a full half term will be rewarded with a postcard home a further ten House points.

Cycling

Target: To increase the percentages of pupils cycling to the site to 6% of the modal share
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8.18 The TPC will encourage cycling as an alternative mode of travel to and from TASE by implementing the following initiatives:

- Provision and promotion of 20 on-site cycle parking spaces, to accommodate pupil and staff demand;
- Promote the availability of cycling information, including route maps and useful tips and guidance on the BMBC (<https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/learn-to-ride-a-bike/>) and Sustrans websites (<https://www.sustrans.org.uk/>);
- Provide information to pupils on the 'Ramp Up' programme, which serves as an introduction to cycling and scooting; sessions will be arranged and run in conjunction with the Barnsley Council 'Active Barnsley' Team;
- Provide information on cycle proficiency courses and child / adult cycle training from the Barnsley Council website (<https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/>) and run school-specific cycle training sessions to provide basic training to new cyclists and confidence training to more experienced cyclists, through the Barnsley Council 'Active Barnsley' Team;

- Promote the Barnsley Active Travel Hub, located within the transport interchange on Eldon Street North. Bikes can be rented from the Hub, and maintenance can also be accessed (<http://barnsley.activetravelhub.co.uk/>);
- Continue to run cycle safety assemblies, to raise awareness of road safety and the well-being of pupils when travelling on bicycles and scooters;
- Arrange an on-site bicycle security marking session to encourage pupils to cycle to the school, and keep their bicycles safe;
- Provision of personalised journey planning for those wishing to receive help planning their cycling journeys;
- Promote campaigns, such as National Bike Week and Cycle Week; and
- Set up and operate a sustainability incentive scheme for pupils who have travelled by active (walking and cycling) modes, to be run on a class-by-class basis as a competition. Prizes will be in the form of 'house points' which individual pupils who cycle or walk to school can win each day; these will contribute to their cumulative House total. Children who cycle or walk for a full half term will be rewarded with a postcard home a further ten House points.

Active Travel Incentive Scheme

Target: To increase the percentages of pupils walking to the site to 20% of the modal share, and to increase the percentages of pupils cycling to the site to 6% of the modal share

- 8.19 As noted above, an active travel (walking and cycling) incentive scheme will be set up for pupils who have travelled by active (walking and cycling) modes, to be run on a class-by-class basis as a competition.
- 8.20 Details of how each pupil has travelled each day will be provided to the class teacher as part of registration each morning and logged.
- 8.21 Those who travel by active modes will be allocated a point, which will be summed at the end of each month, and a winner chosen.
- 8.22 Prizes will be in the form of 'house points' which individual pupils who cycle or walk to school can win each day; these will contribute to their cumulative House total. Children who cycle or walk for a full half term will be rewarded with a postcard home a further ten House points.

Public Transport Information

Target: To increase the percentages of pupils using public transport and school bus to access the site to 33% of the modal share.

- 8.23 The TPC will actively promote use of public transport to TASE with the following specific measures to be implemented:
- Staff and pupils will be provided with details of external and school public transport services, together with route and timetable information, along with concessionary ticketing, in the TIP materials;
 - The TPC will provide details of websites and telephone advice services to enable staff and pupils to obtain details on their individual journey requirements, including the Traveline website (<https://www.traveline.info/>) and [Travel South Yorkshire](https://www.traveline.info/) (<https://journeyplanner.travelsouthyorkshire.com/>); and
 - Staff and pupils will be provided with useful journey planning websites in the welcome packs. Information updates will also be provided via noticeboards, newsletters and the website on a rolling basis.
- 8.24 As noted above in Section 6 of this report, currently more pupils travel by public transport and school bus in the afternoon periods, when compared to the mornings. In order to encourage modal shift onto these modes of transport for both the AM and PM periods, a range of measures will be employed, including:
- Communication with parents / guardians to promote the existing public and school bus services, explain the benefits to both pupils and parents / guardians in terms of costs, time savings, environmental benefits etc. and encourage greater take-up across the whole school day;
 - Undertake discussions with pupils as part of curriculum activities and assemblies to identify the personal, school-related and wider environmental benefits of sustained use of alternative modes of transport to the car;
 - Provision of noticeboard and website information communicating the benefits of non-car transport; and
 - Encourage pupils to 'buddy up' when travelling to and from school using public transport or the school bus; stronger friendship bonds between pupils using the services in the PM period will encourage those same pupils to travel in these ways for the AM peak.

School Bus

Target: To increase the percentages of pupils using public transport and school bus to access the site to 33% of the modal share.

- 8.25 As noted above, a dedicated school bus is in operation. The bus runs from Keresford Close, where the new school site is located, and stops on Regent Street to enable pupils to alight.
- 8.26 The bus runs one service arriving at Regent Street at 8.10am, with a reverse route at the end of the school day, departing the stop at 14:45 on Mondays, Thursdays and Fridays, and at 15:45 on a Tuesday and Wednesday.
- 8.27 The service is a single decker private coach which accommodates in the region of 25 pupils, with spare capacity available.
- 8.28 A member of staff is on duty at the Regent Street bus stop during the morning and after school periods to ensure that the pupils behave responsibly.
- 8.29 In terms of future development of the bus service, it is noted that BMBC would like to see *“a commitment to additional funding for additional provision should the existing school bus become over-subscribed, with consideration to a more flexible service providing more stops / coverage within the new cohort catchment areas.”*
- 8.30 Whilst it is noted that the single decker coach has capacity for 52 which will accommodate the new cohort pupils who intend to travel in this manner, along with existing pupils, the DfE has confirmed that they are committed to agreeing a solution with the Trust and Council should the current bus service become oversubscribed, if required and further to the existing service in place, following survey and the monitor / manage approach outlined in this travel plan.

Car Share Schemes

Target: To increase the percentages of pupils car sharing to the site to 10% of the modal share.

- 8.31 Car sharing is a simple way to cut the costs of fuel and parking, reduce congestion and pollution, and cut the stress of driving.
- 8.32 The TPC will ensure that staff and pupils are provided with information within the TIP to promote car sharing; this will particularly target those who cannot travel to the site by foot, cycle or public transport. The information will highlight the benefits

of car sharing along with associated cost savings and will provide website links to locally available car sharing schemes, such as Liftshare and BlaBlaCar.

8.33 Staff and pupils will be encouraged to car share when viable for their journeys to and from school, with the following actions to take place:

- Provision of car sharing information in the travel information pack, induction information, notice boards and displays, assemblies, website and newsletters, including an overview of the various personal, school-related and local area / environmental benefits. Information will be sent out on a phased basis, to align with the programme of promotional activities outlined above;
- Promotion of the various car share schemes operating in the Barnsley area, for those wishing to identify a formal arrangement;
- Encouragement for pupils to discuss car sharing at home and encourage parents / guardians to consider car sharing with other local pupils.

8.34 The allocation of dedicated car parking spaces for staff car sharers will be considered in the future, dependent upon take-up of car sharing.

Personalised Travel Planning

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

8.35 Staff and pupils will be provided with journey planning websites and telephone numbers, to enable them to create journey plans for their commuting and business travel journeys. The TPC will provide assistance, should this be required.

Visitors

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

8.36 Visitors will be provided with travel information when meetings / site visits are arranged, to ensure that they travel sustainably, where viable.

Parking

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

- 8.37 Car and cycle parking demand and usage will be assessed on a regular basis. Further details of parking management can be found in an appendix to the TS, which accompanies this travel plan.

School Support

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

- 8.38 A fundamental element of a successful school travel plan is the support provided by the school management, primarily the headteacher. The headteacher will promote the travel plan and travel by alternative means on a regular basis and will champion the travel plan process.
- 8.39 In addition to the headteacher, input into the travel plan from a working group will take place, which will comprise a representative from each pupil year group along with relevant staff. Working groups comprised of both staff and pupils provide a sense of ownership to the travel plan and have been proven to lead to greater success rates and increased modal shift.
- 8.40 The group will meet on a regular (monthly) basis to discuss existing measures, their success and any changes required, along with any new measures identified by the staff or pupil body. Changes to existing, and implementation of new measures, will be communicated to all staff and pupils on a rolling basis.

Marketing Summary

Supporting Measure: To increase awareness of the travel options, reduce car use and promote use of alternative and active modes

- 8.41 The TPC will be responsible for providing staff and pupils with an overview of the travel plan in order to promote the use of a range of modes of transport. As noted above, the following marketing tasks will be undertaken as part of the travel plan implementation:
- Creation and issue of travel information packs for distribution to all new and existing staff and pupils prior to occupation in September 2023;
 - Travel information to be provided to new and existing staff as part of the September 2023 induction sessions;
 - Travel noticeboards to be set up within TASE, to promote measures along with events, for example, European Mobility Week. Noticeboards will be maintained by the TPC on a regular basis;
 - Travel information will also be available on the external website and via regular newsletters.

Remedial Measures

- 8.42 A set of further measures are required, for review and implementation, should the identified targets not be achieved; these will include:
- Expansion of the active travel competition to include other modes of transport, e.g. public transport and car sharing;
 - Reconsideration of the Travel Plan Charter for all parents of the new cohort;
 - Identification of all pupils living within 2km of the site and direct communication with those pupils regarding their daily travel habits; and
 - Identification of all pupils living within 2km of the site and direct communication with their parents / guardians to further encourage greater take-up of the travel plan measures.
- 8.43 Further measures will be considered as required, to ensure that remedial tasks focus on the particular modes which are not achieving their targets.

9 MONITORING AND REVIEW

- 9.1 To establish the success of the travel plan, an effective monitoring and review process must be put in place. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

- 9.2 Monitoring of the plan is important for the following reasons:
- It demonstrates the effectiveness of measures implemented and the progress being made towards travel plan objectives;
 - It justifies the commitment of the TPC and of other resources;
 - It maintains support for the travel plan by reporting successes; and
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective.
- 9.3 As the site will only be operational for one further school year, site-specific requirements in terms of monitoring are proposed.
- 9.4 Monitoring the behaviour of parents/guardians, pupils and staff members will provide an indication as to whether the surveys are representative of actual behaviours/mode choice and whether intervention and remedial measure implementation is required. From monitoring these aspects effectively, the school will be able to manage and altered, to suit the development aims and modal shift targets accordingly.
- 9.5 To ensure the modal split targets remain achievable and measures effective, a 6 step monitoring strategy is laid out. This involves the operation of the car parks and drop-off/pick-up arrangements, and observation of site users behaviour to analyse whether further action and management needed. The result should always aim to avoid any vehicle, pedestrian, and cyclist conflicts, generating safe and smooth travel in and around the site.
- 9.6 The steps are laid out as follows:

Observation

- 9.7 The TPC will be responsible for the surveys and will undertake a 'hands up' travel survey covering staff and pupils, with the first survey to take place within the first month of the new school year, in late September 2023, to establish an accurate baseline. The survey will identify how staff and pupils are travelling to and from the TASE site.
- 9.8 Subsequent surveys are proposed to take place in December 2023, early March 2024, April 2024 (after Easter break) and June 2024.

Monitoring

- 9.9 The TPC will monitor the behaviour of staff and pupils travel and compliance with the proposed arrangements. This will be undertaken twice weekly during the first month of operation, which will be reduced to once a week moving forward.
- 9.10 The responses received from the surveys will be entered into a data repository to enable modal split and car usage to be tracked over time.

Review

- 9.11 A review will be undertaken following the survey, to identify progress towards delivery of measures and achievement of targets; with the TPC producing a summary statement with any conclusions.
- 9.12 The review will comprise:
- Progress against each measure, and an indication of any measures which are considered to be out of date / no longer required, along with any new measures;
 - Progress against the existing action plan, and a new action plan, if required;
 - Progress against targets and any new / modified targets;
 - Details of spot checks which have taken place to review usage of cycle and car parking facilities; and
 - Identify the need for additional funding / resource to implement further measures in order to achieve Travel Plan targets, if required.
- 9.13 Should any of the measures be considered to be out of date or no longer required, justification for removal and insertion of new measures will be provided as part of the update note, for internal discussion and agreement.

- 9.14 This will be undertaken and a report produced within one month of the monitoring period, which will be passed to BMBC for their review. It is understood that a fee of £500 will be required for BMBC review of each monitoring report.
- 9.15 Following the Observation, Monitoring and Review stages, noting additional liaison with BMBC as required, action in the form of interventions will be required. The Action Plan in the chapter following detailed specific points for change, ultimately developing Behaviour (change) stage, Engagement and Action to change stages.

10 ACTION PLAN

- 10.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Target	Action	Timescale	Responsibility	Budget Indication
Initial Setup – Prior to Occupation				
<i>To increase awareness of the travel options, reduce car use to the levels indicated in the target tables, and promote use of alternative and active modes / Supporting measure</i>	Appointment of TPC	At least 1 month prior to occupation	TASE	TASE
	Procure and produce information to populate welcome packs	August 2023	TPC	Staff time + materials
	Include information on the external website	When welcome pack information completed	TPC	Staff time
<i>To increase pupil cycling to 6% (11 pupils)</i>	Install cycle parking facilities	August 2023	TPC	Staff time + infrastructure costs
Upon Occupation				
<i>To increase awareness of the travel options and guide the TP to reduce car use to the levels indicated in the target tables / Supporting measure</i>	Set up a TP working group of teachers and pupils to guide and lead the TP; meet monthly	September 2023	TPC	Staff and pupil time
<i>To increase awareness of the travel options, reduce car use to the levels indicated in the target tables, and promote use of alternative and active modes / Supporting measures</i>	Include travel plan within staff induction session	September 2023	TPC	Staff time
	Ensure travel noticeboards are erected and populated and info is available in relevant areas; update monthly	September 2023, then monthly thereafter	TPC	Staff time + noticeboards
	Provision of travel information to all site visitors, upon arrangement of their visit	From occupation, ongoing	TPC / Admin staff	Staff time

<i>To increase pupil cycling to 6% and pupil walking to 20%</i>	Promote and operate class incentive scheme for active/sustainable travellers	From occupation, ongoing on a monthly basis	TPC / Admin staff	Staff time / House points
Within 3 Months of Occupation				
<i>To increase awareness of the travel options, reduce car use to the levels indicated in the target tables, and promote use of alternative and active modes / Supporting measures</i>	Set up a staff and pupil TP working group	Within 1 month of initial occupation / monthly meetings	TPC	Staff time
<i>To review progress against targets / Supporting measures</i>	Conduct staff and pupil 'hands up' travel surveys	Within 3 months of initial occupation	TPC	Staff time
	Analyse survey results	Within 1 month of dissemination	TPC	Staff time
	Produce travel plan update note	Within 1 month of survey closing	TPC	Staff time
	Issue the monitoring report to BMBC Transportation for review	Within 1 month of survey closing	TPC	Staff time
Ongoing Tasks				
<i>To increase awareness of the travel options, reduce car use to the levels indicated in the target tables, and promote use of alternative and active modes / Supporting measures</i>	Update noticeboard / display materials	Every month	TPC / working group	Staff / pupil time
	Include TP in school newsletters	Every month	TPC	Staff time
	Include TP in assemblies	Monthly	TPC / working group	Staff / pupil time
	Include TP within the curriculum	Where/when possible	BMMC Active Barnsley Team / TPC	Staff time
<i>To increase pupil walking to 20%</i>	Set up a walking bus from local transport hubs	Daily	TPC	Staff time

<i>To increase pupil cycling to 6% and pupil walking to 20%</i>	Operate a class incentive scheme for active travellers	Monthly competition	TPC	Staff time
	Promote walking/cycling route websites	During autumn, spring and summer months	TPC	Staff time
	Raise awareness of the health benefits of walking and cycling	Quarterly	TPC	Staff time
<i>To increase pupil cycling to 6%</i>	Promote any local cycle training and maintenance sessions	As they arise	TPC	Staff time
	Promote the Active Travel Hub to pupils and staff	During autumn, spring and summer months	TPC	Staff time
	Arrange on-site cycle security marking	During autumn, spring and summer months	TPC	Staff time
	Provide and promote cycle parking to staff and pupils	Quarterly	TPC	Staff time
	Promote cycle training and maintenance courses, and provide on-site where possible	During autumn, spring and summer months	TPC	Staff time
	Promote Ramp Up programme to pupils, provide on-site where possible	During autumn, spring and summer months	TPC	Staff time
	Promote local cycle hire schemes	Quarterly	TPC	Staff time
<i>To increase awareness of the travel options, reduce car use to the levels indicated in the target tables, and promote use of alternative and active modes / Supporting measures</i>	Promote local and national active and sustainable travel campaigns	As they take place	TPC	Staff time
<i>To increase pupil public and school bus use to 33%</i>	Provide school and public bus information to staff and pupils	Quarterly	TPC	Staff time
	Update staff and pupils with regard to any service or provision changes with regard to local transport using noticeboards and newsletters	As required	TPC	Staff time

	Encourage pupils to buddy up for public transport and school bus journeys, to encourage both AM and PM PT modal choice	Quarterly	TPC	Staff time
	Update travel information pack in line with timetable / other local area changes	6-monthly	TPC	Staff time
<i>To increase pupil car sharing to 10%</i>	Promote car sharing through targeted communication with parents / guardians	Quarterly	TPC	Staff time
	Promote car sharing through noticeboards, website, newsletter etc. including the local car share schemes available	Quarterly	TPC	Staff time
	Encourage pupils to discuss car sharing with parents / guardians	Quarterly	TPC	Staff time
<i>To increase awareness of the travel options, reduce car use to the levels indicated in the target tables, and promote use of alternative and active modes / Supporting measures</i>	Provide personalised journey planning support to interested staff and pupils / parents / guardians, including provision of websites and mobile sites for further information	As required	TPC	Staff time
<i>To review progress against targets / Supporting measures</i>	Undertake repeat staff and pupil surveys on a 3-monthly basis	December, March, April and June	TPC	Staff time
	Undertake cycle and car park surveys alongside 'hands up' data collection	December, March, April and June	TPC	Staff time
	Analyse survey results	Within 1 month of dissemination	TPC	Staff time
	Consider remedial measures, if required	As part of TP update note production	TPC	Staff time
	Produce travel plan update note	Within 1 month of survey closing	TPC	Staff time

	Issue the monitoring report to BMBC Transportation for review	Within 1 month of survey closing	TPC	Staff time
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11 CONCLUSION

- 11.1 This travel plan reviews the existing transport facilities for the existing temporary TASE site located on Eastgate and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes whilst based at the site.
- 11.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:
- Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport;
 - Ensure information is provided to enable staff and pupils to make an informed decision on how they wish to travel;
 - To promote the health and environmental benefits associated with travel by foot and by bicycle; and
 - To establish the management of the travel plan by appointing a Travel Plan Coordinator who will be responsible for the operation of the travel plan, its day to day running and the monitoring of its progress.
- 11.3 This document therefore ensures that sustainable access to the TASE site is facilitated where appropriate monitoring and management is applied, with remedial measure intervention undertaken as appropriate.

Appendix 1: Justification of school mode shift targets

Technical Note

TASE Barnsley

Trip Generation and Distribution

Our reference: /230404/TN01 – Rev1.0

Author: AT

Date: 03 July 2023

Reviewed: AF

Date: 05 July 2023

This Transport Note has been prepared to further outline the proposed approach to the Transport Statement (TS) trip generation estimations associated with the proposed planning application for the erection of three temporary modular classrooms at the existing Trinity Academy St Edwards (TASE) school, Barnsley, to accommodate a temporary increase in pupil and staff numbers for the coming academic year, 2023 to 2024 for 180 pupils and 20 staff, respectively. All staff considered are assumed to be Full Time Equivalent (FTE) for robust assessment. At present there are 360 pupils and 30 staff on site.

The TS will be supported by a Travel Plan (TP) and Parking Management Strategy (PMS) and used intrinsically to reduce any transport related impacts of the temporary proposals.

This note sets out the methodology for the calculation of new trips and their distribution onto the surrounding transport network. All information provided and utilised within these assessments will be provided within the TS and associated TP/PMP however, the surveys provided by the Trust have been provided within this note for review at the request of BMBC Highways Officers.

Baseline Information

To estimate trip generation associated with the temporary increase of 180 pupils and 20 FTE staff, existing surveys undertaken by the Trust/School were requested. These datasets are summarised below.

Survey 1 – Existing pupils ‘hands-up’ survey

This survey identified by mode, how pupils on the day of the survey travelled to and from school on that day. The question stated was: “1. How did you travel here today” and “2. How will you travel home today”.

Of the 360 pupils enrolled, 301 provided responses in the AM and 302 in the PM. This data was factored to total enrolment of 360 pupils having provided responses. This is outlined below. Please note that all figures are subject to rounding:

Growth factor:	0.836 (301/360)		AM		PM	
	AM	PM	Factored to 360 -Trips	%	Factored to 360 -Trips	%
Car	144	116	172	48%	139	39%
Bus (school)	15	22	18	5%	26	7%
Bus (public)	84	102	100	28%	122	34%
PT other	1	0	1	0%	0	0%
Cycle/Scooter	2	2	2	1%	2	1%
Walk	55	60	66	18%	72	20%
* Rounded	301	302	360	100%	361	100%

Survey 2 – Existing staff ‘hands-up’ survey

This survey identified by mode, how staff who were in on the day of survey travelled to and from school on that day. The question stated was: “1. How did you travel here today”.

Of the 30 staff, all assumed FTE for robustness, 47 responses were returned. This indicates that it is likely additional responses were provided (e.g., where a person may have travelled by train and then on-foot to the school). The results returned an estimate of 85% of staff travel by car; 6% travel by train and 9% walk. It is assumed that this is the same in the PM peak period. As is typical of schools, it is assumed that the majority of staff arrive and depart outside of the peak period, however an assumption that 5% of the 85% arrive during the peak has been considered for robustness, which is considered to be reasonable as agreed with BMBC Highways.

Survey 3 – New cohort parent/guardian survey (June 2023)

A multiple-choice survey was conducted for new pupil parents/guardians. This indicated the anticipated modal choice for pupil travel to the temporary school upon occupation. The question posed was: “How will your child travel to Trinity St Edwards”. No guidance on number of modal responses parents/guardians would provide was outlined and as such, this survey returned multiple results by each respondent (193 responses by 130 respondents for a new cohort population of 180); for the purpose of comparison against the existing pupil travel choices and to estimate potential modal shift, additional analysis was required:

Of the 130 respondents, multiple responses were returned (193). The survey indicated that car was the preferred mode of travel (84), therefore the sustainable modes of transport have been adjusted accordingly where:

The remaining 109 responses (193-84) must be factored to account for the parent/guardians that have selected multiple modes of travel for any one pupil. This has been done by subtracting 84 (car) from 130 (total responses), giving a total of 46 users who may travel by sustainable modes. This is considered a robust and “worst case scenario” where, in reality, some pupils may travel by other methods on the majority of school days considering that the current access to public transport to the temporary school is known to be very good, for example.

To calculate what this factor is, we have divided 109/46, to get a factor of 2.37. This factor has then been applied to the sustainable travel mode totals, to provide the new estimated values provided in the table following. This was then converted to a percentage (based on 130 respondents). The percentage assigned to each mode of travel (based on 130 pupils) was then applied to the new cohort total of 180, providing the new estimation of individual children travelling by each mode of transport.

- i. 193 total responses minus 84 car users = 109
- ii. 130 minus 84 car users = 46
- iii. Factor is: $109/46 = 2.37$

As noted below, based on the existing modal split illustrated by the survey, 116 (65%) of pupils could travel by car to the temporary school and the remainder (64 pupils, 35%) travel by sustainable modes.

How will your child travel to Trinity St Edwards?		= mode/factor 2.37 Single Day Trip by Mode (based on 130)	Modal Choice %	Trips by mode (based on 180 pupils)
Walk	47	20	15%	27
Bike	1	0	0.3%	1
DFE funded bus	23	10	7%	13
Public Bus	38	16	12%	22
Car	84	84	65%	116
Total	193	130	100	180
Total responses	130			

As noted above, based on the existing modal split, 116 (65%) of pupils could travel by car to the temporary school and the remainder (64 pupils, 35%) travel by sustainable modes.

It should be noted that as part of the additional temporary pupils/staff on-site, the existing DfE funded bus service will remain, and the required cycle provision to enable mode-shift for all users provided on-site for the duration of the anticipated 1 school year occupancy in this location. The detailed Travel Plan will outline all provisions required and will be fundamentally linked to the TS.

Estimated trip generation (intervention)

It is considered that modal choice indicated by the new cohort could be influenced by robust and realistic modal shift associated with the introduction of the Travel Plan report developed to support this application. Below is a summary of the trip generation estimated following intervention. Additional detail of measures for achievement of these levels of modal shift will be provided within the Travel Plan report.

The potential intervention where modal-shift can influence mode choice for pupils and can reduce car trips to school has been estimated based on a variety of assumptions including considering the existing trip generation modal choice, the new cohort survey and following review of National Travel Survey data. As stated, all assumptions will be provided within the TS, however in summary, it is considered that the new cohort could shift in the AM and PM peak periods as illustrated on the mode shift and trip generation summary table.

Based on the new cohort survey, in the AM school peak, a reduction in single occupancy car usage by 10% and an increase in car sharing by 10% (resulting in 31% car usage), then sustainable travel might account for 59% of trips to school – of which 20% consist of walking; 6% cycling and 33% public transport.

In the PM period, by increasing the sustainable transport users, car usage can then again be reduced to 31% (car+car share) where of the additional 10% car usage reduction, 8% diverts to public transport and 2% travel home on foot. This behaviour is typical of schools where the existing pupil survey indicates difference in mode choice in PM and where schools are generally more car dominant in AM due to drop-off en-route to work but no pick up in PM as school peaks are typically 2 hours earlier than PM network (finish work) peak, as such, the predominance of sustainable travel home from school increases.

The table below illustrates the potential trip generation (1-way) associated with the 180 new pupil cohort both as a baseline (no intervention) and following potential mode-shift as the 'intervention' scenario. This is illustrated visually in the diagram for ease of understanding. The trip distribution illustrated has been based

on information provided by the Trust indicating c.70% of pupils are dropped-off on Eastgate. The basis of the applied assumptions has been considered where we have existing modal split, projected new cohort modal split and with consideration to the National Travel Survey 2021 results. Additionally, considerations such as location, proximity to services/infrastructure etc, which have all been used to generate a realistic modal shift will all be detailed within the Travel Plan.

The table below illustrates potential intervention where modal-shift can influence mode choice for pupils and can reduce car trips to school. This has been estimated based on a variety of assumptions as stated, all assumptions will be provided. In summary, it is considered that the new cohort could shift by the following:

PUPIL TRIP ESTIMATES														
Mode of travel	% of existing travelling by this mode		Existing 360 Pupils Trip Generation Summary* rounded		Anticipated % of 180 new cohort travelling by this mode (according to the survey)		No Intervention Trip Estimate		Intervention					
							Initial 180 cohort Trip Generation Summary* rounded		180 cohort Trips rounded					
	AM	PM	AM	PM	AM	PM	AM	PM	AM	No.	%	PM	No.	%
Walk	18%	20%	66	72	15%	17%	27	31	20%	36	+5%	22%	40	+7%
Cycle	1%	1%	2	2	0.32%	0.32%	1	1	6%	11	+6%	6%	11	+6%
Bus (school/public)	33%	41%	118	148	20%	28%	36	50	33%	59	+13%	41%	74	+8%
Car (Including Car Share)	48%	39%	172	139	65%	55%	116	100	41%	74	10% car + 10% car share	31%	56	- 20% car + 10% car share
Values subject to rounding	100%	100%	359	361	100%	101%	180	181	100%	180		100%	180	

STAFF TRIP ESTIMATES												
Mode of travel	% travelling by this mode		Existing 30 Staff Trip Generation Summary* rounded		Anticipated % of 20 new staff travelling by this mode		No Intervention Trip Estimate (20 New Staff)		Intervention			
	AM	PM	AM	PM	AM	PM	AM	PM	Assume 80% of 85% car users travel outside of peak	Peak Staff Journeys	AM	PM
Car	85%	85%	26	26	85%	85%	17	17		5%	1	1
Sustainable Modes	15%	15%	4	4	15%	15%	3	3				
Values subject to rounding	100%	100%	30	30	100%	100%	20	20				

The tables above indicates that the proposed 180 pupil and 20 staff cohort (following TP measure intervention and associated mode-shift), is anticipated to generate c.2 pupil associated vehicles per minute during the respective AM and PM typical school peak periods. Without intervention of the TP to encourage sustainable travel, this is predicted to be c.4 vehicles per minute.

A summary of the two-way trip generation estimates for the proposed temporary additional pupils (180) is illustrated below. This is presented in 'No Intervention' and 'Intervention' scenarios, illustrating that following intervention, the number of trips associated with the proposals is expected to reduce by 85 and 88 two-way AM and PM pupil vehicle trips respectively.

NO INTERVENTION SCENARIO

AM PERIOD	CAR TRIPS - COMB	%	Arr	Dep	2-way	Per school peak (07:30-08:30) per min trip
	Pupils	65%	116	116	233	4
	Staff	85%	17	0	17	0.3

PM PERIOD	Car Trips (comb)	car %	Arr	Dep	2-way	Per school peak (15:00-16:00) per min trip
	Pupils	55%	100	100	199	3
	Staff	85%	0	17	17	0

INTERVENTION SCENARIO

AM PERIOD	Car Trips (comb)	car %	Arr	Dep	2-way	Per school peak (07:30-08:30) per min trip
	Pupils	41%	74	74	148	2
	Staff	5%	1	0	1	0.0

PM PERIOD	Car Trips (comb)	car %	Arr	Dep	2-way	Per school peak (15:00-16:00) per min trip
	Pupils	31%	56	56	112	2
	Staff	5%	0	1	1	0

The tables above indicate that the proposed 180 pupil and 20 staff cohort (following intervention for which a detailed breakdown is provided below to support the text within this TN), is anticipated to generate c.2 pupil associated vehicles per minute during the respective AM and PM typical school peak periods.

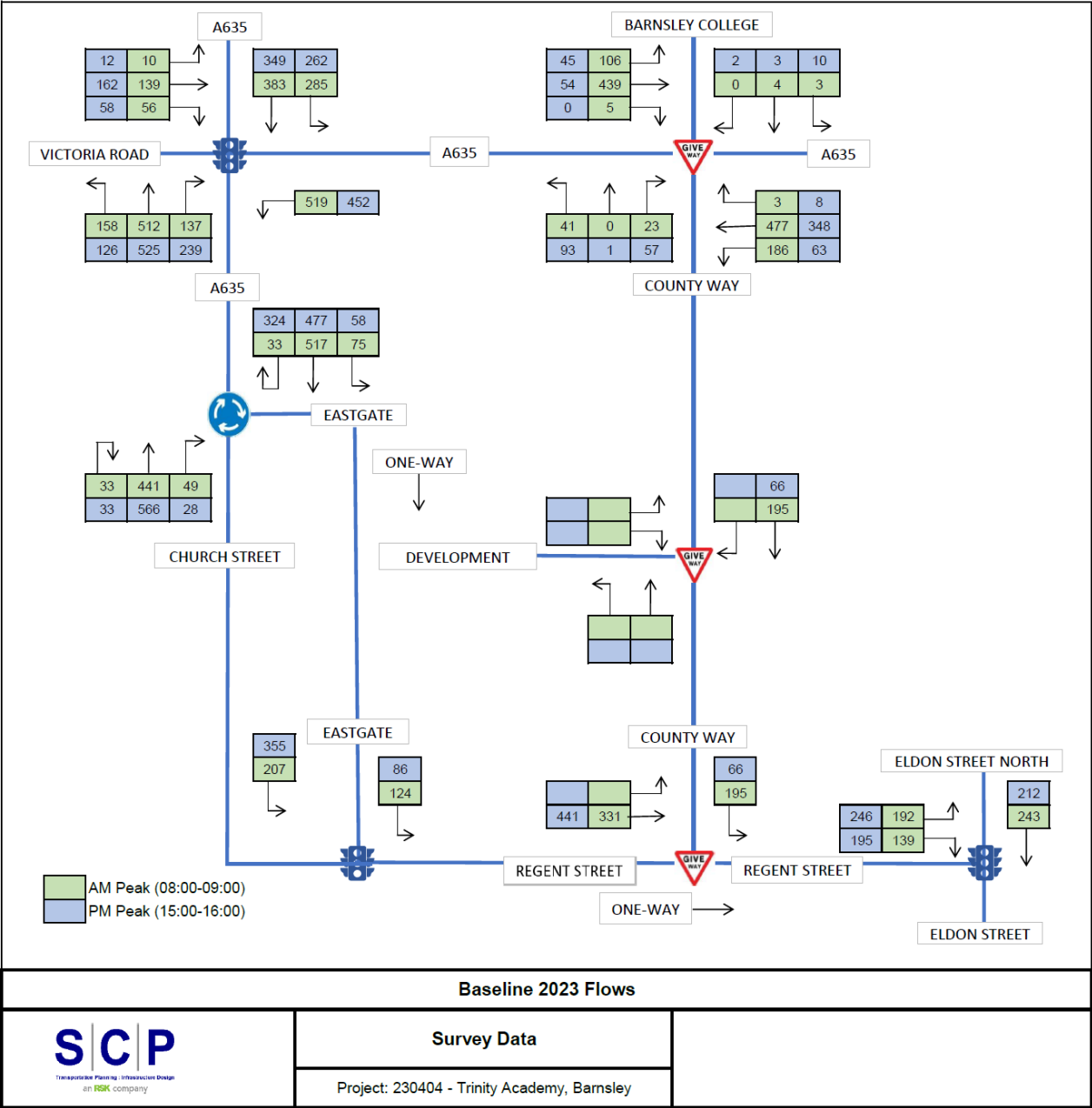
For staff, it is assumed that just 5% are likely to arrive/depart during the peak periods. Based on 20 new staff members, this results in 1 vehicle arriving during the peak period. A breakdown of the anticipated arrivals/departures of all vehicles to the school is demonstrated in the table following:

Summary of Arrival by time						Summary of Departure by time					
TIME	PROP %	PUPILS NO.	STAFF PROP %	NO.		TIME	PROP %	PUPILS NO.	STAFF PROP %	NO.	
07:45-08:00	12%	9	85%	1		07:45-08:00	12%	9	0%	0	
08:00-08:15	37%	27	0%	0		08:00-08:15	37%	27	0%	0	
08:15-08:30	25%	18	10%	0		08:15-08:30	25%	18	0%	0	
08:30-08:45	27%	20	5%	0		08:30-08:45	27%	20	0%	0	
		74		1				74		0	
15:00-15:15	16%	9	0%	0		15:00-15:15	16%	9	0%	0	
15:15-15:30	21%	12	0%	0		15:15-15:30	21%	12	0%	0	
15:30-15:45	26%	14	0%	0		15:30-15:45	26%	14	15%	0	
15:45-16:00	38%	21	0%	0		15:45-16:00	38%	21	85%	1	
		56		0				56		1	

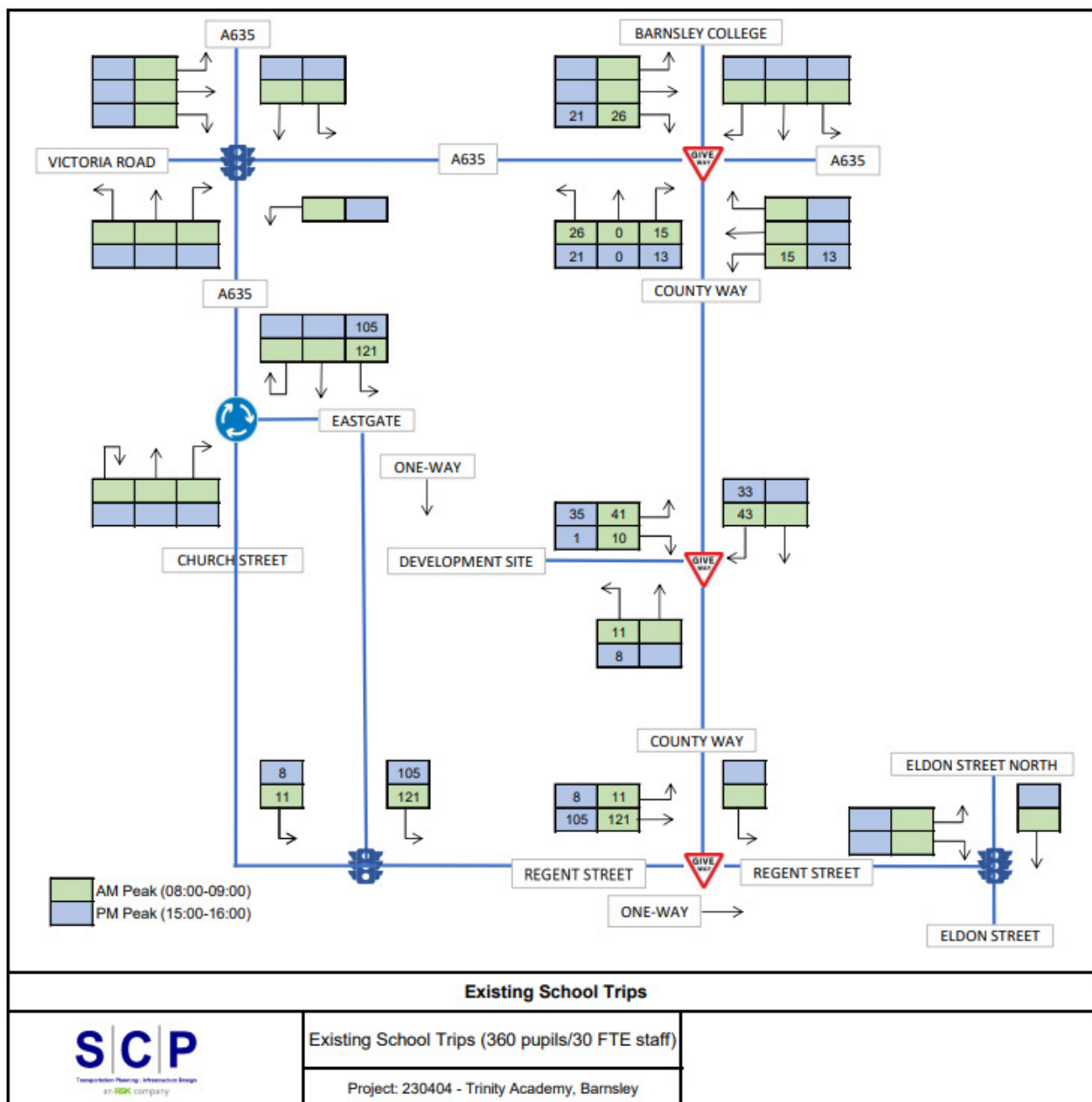
The arrival/departure profile has been determined using the June 2023 survey undertaken to determine trips associated with this development. As this information indicates, a maximum peak of 27 vehicles is likely to arrive at school during any one 15-minute period based on the observed traffic survey data (AM and PM). As discussed with BMBC Highways, visual validation of the survey footage indicates this to be true, with no anticipated queuing issues observed on the surveyed surrounding highway network. All raw survey data will be provided within the TS for completeness.

The survey undertaken in June 2023 returned the following AM and PM peak flows at the County Way link across the study area. Also illustrated is the anticipated flow generated by the existing school and temporary development.

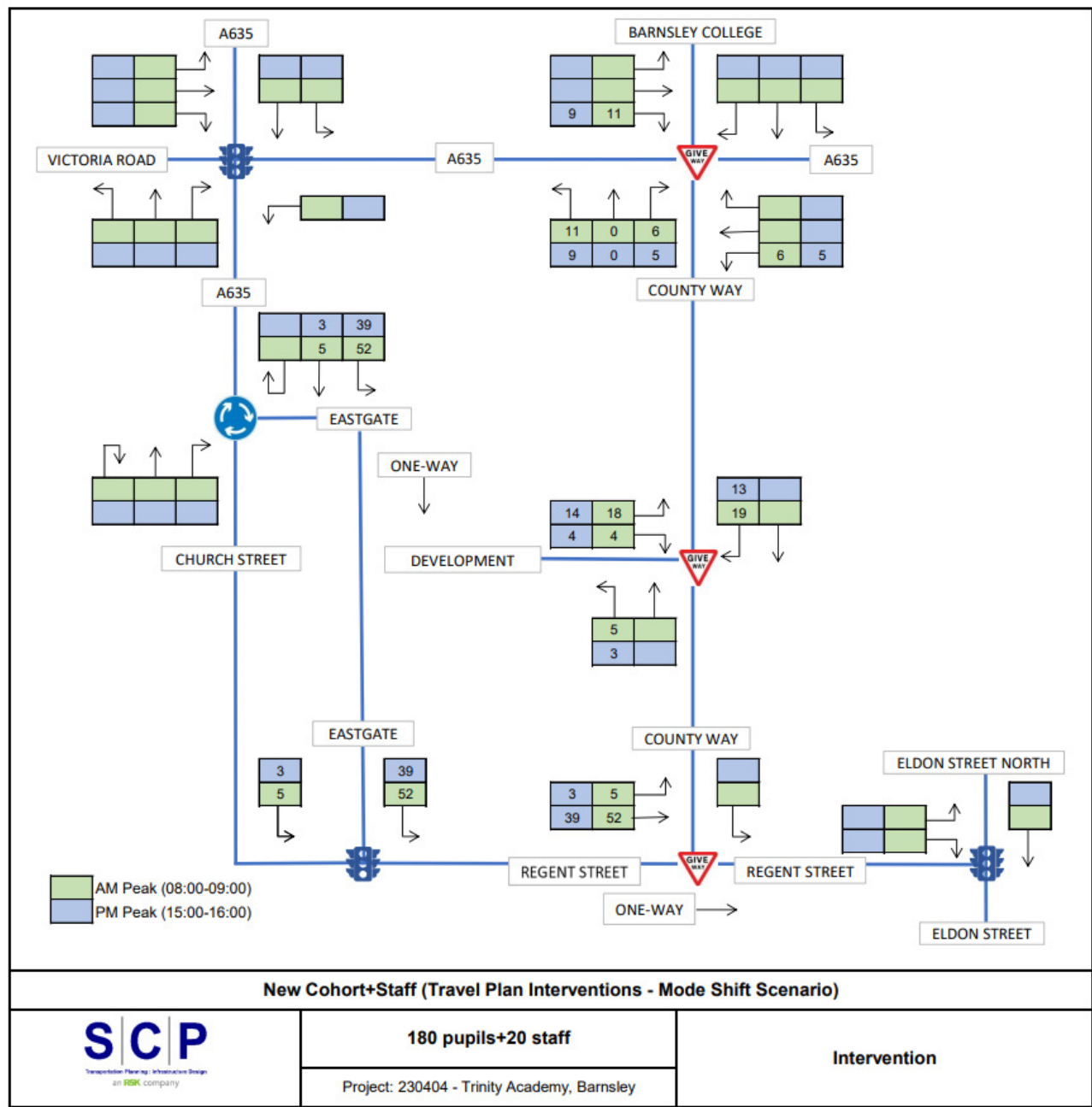
Existing Network Flow



Existing School Trips



New Cohort Trips



In conclusion, following discussions between the DfE, BMBC Highways and SCP, the trips associated with the temporary uplift of 180 pupils to the existing temporary school site off Eastgate, Barnsley town centre, are detailed within this note.

This note also outlines the raw user surveys undertaken by the School/Trust//DfE and BMBC and details how this data has been utilised to determine a robust and realistic trip estimate for the 180 cohort, whilst demonstrating mode-shift estimations to work towards or better, intrinsically linked to the associated Travel Plan and Parking Management Plan documents which will be developed to support this scheme. In summary, the temporary proposals are anticipated to have a limited impact on the local highway network and will be supported by a detailed and tangible Travel Plan report.

Trinity Academy St Edward's
EXISTING PUPILS
Pupil Hands Up Survey

This survey aims to find out how pupils are currently travelling to the site.

Please ask each teacher to undertake the survey with their pupils during morning registration.

Questions:

1 How did you travel here today?

Car alone	5	6	4	11	8	9	5	0	3	14	9	7	3
Car share with family	6	5	2	4	4	0	7	10	5	0	1	3	6
Car share with friends	4	0	0	1	1	4	4	2	3	1	0	0	2
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0
Train	1	0	0	0	0	0	0	0	0	0	0	0	0
DfE bus (school bus: Keresforth Close-Eastgate)	10	2	1	0	0	0	1	4	1	0	5	1	1
Non-school bus	3	6	17	8	8	6	8	9	2	4	4	7	5
Cycle / scooter	2	0	1	0	0	0	1	0	0	0	0	0	0
Walk	1	6	4	1	4	5	2	4	6	5	8	8	2
Total	32	26	30	25	25	23	26	27	23	25	22	30	19

2 How will you travel home today?

Car alone	5	3	3	10	5	7	5	0	4	11	2	7	2
Car share with family	6	5	1	6	4	1	7	9	1	0	0	3	6
Car share with friends	4	0	0	1	2	0	4	2	3	1	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	1	0	0	0	0	0	0	0	0	0	0	0	0
DfE bus (school bus: Keresforth Close-Eastgate)	10	2	4	1	0	0	1	6	1	1	5	1	1
Non-school bus	3	9	17	6	10	9	9	10	4	7	7	7	7
Cycle / scooter	2	0	1	0	0	0	1	0	0	0	0	0	0
Walk	1	7	4	1	4	7	1	4	4	5	13	8	2
Total	32	26	30	25	25	23	26	27	23	25	22	30	19

EXISTING STAFF

Staff Travel Summary

1. How did you travel here today?

Car alone	40
Car share with family	
Car share with friends	
Taxi	
Train	3
DfE bus (school bus: Keresforth Close-Eastgate)	
Non-school bus	
Cycle / scooter	
Walk	4



TRAVEL QUESTIONNAIRE

Child's Name:	
Child's date of birth: DD/MM/YYYY	
Child's address and postcode	
Parent/Carer name:	
Contact Number:	

Just to make you aware there is currently a fully funded DfE bus, which transports children from the permanent site at Keresforth Close and returns to Eastgate.

How will your child travel to Trinity St Edwards? Please tick

DfE funded bus service	
Car	
Walk	
Public Bus service	
Bike	

TASE Barnsley

Modal Split Targets

Our reference: /230404/TN02 – Rev1.0

Author: SS

Date: 26 July 2023

Reviewed: AF

Date: 26 July 2023

This Technical Note has been prepared to further outline the proposed approach to the Transport Statement (TS) and Travel Plan (TP) modal split/shift target estimations associated with the proposed planning application for the erection of three temporary modular classrooms at the existing Trinity Academy St Edwards (TASE) school, Barnsley. The development proposals aim to accommodate a temporary increase in pupil and staff numbers for the coming academic year, 2023 to 2024 of 180 pupils and 20 staff, respectively. At present there are 360 pupils and 30 staff on site.

The TS will be supported by a Travel Plan (TP) and Parking Management Strategy (PMS) and used intrinsically to reduce any transport related impacts of the temporary proposals.

This note identifies the data used to identify modal splits for the new cohort of pupils, and identifies the methodology used by the Full and permanent Application TA to arrive at the targets specified for the new school site on Keresforth Close, utilising 2023 data received as part of the existing pupil 'hands up' survey, survey data received from the new cohort (parents/guardians) survey taken in 2023 on their intended travel patterns, National Travel Survey (NTS) data, and the targets we have identified based on the data.

The note also provides a comparison of intervention measures identified within the Full and permanent site Application TP, compared to the TASE temporary site TP aimed at shifting modal choice from the private car to sustainable and active travel choices for both the temporary site in Barnsley town centre, and the permanent school at Keresforth Close.

Mode Splits

The table below illustrates the approved modal splits as part of the Full and permanent Application, the 2023 pupil/guardian surveys and the proposed modal splits for the temporary TASE school site.

	Full Application FTP Modal Splits	Existing Cohort (Hands up survey)	New Cohort Survey (factored)	Proposed modal shift for temp TASE site AM	Proposed modal shift for temp TASE site PM
Walking	45%	18%	15%	20%	22%
Cycling	1.40%	1%	0.32%	6%	6%
PT	27.70%	33%	20%	33%	41%
Car	25.20%	38%	65%	31%	21%
Car share	3.30%	22%	0	10%	10%

The methodology used to derive the proposed modal split figures for the temporary TASE school site is provided below.

Walking:

- The Full Application TA produced in 2021 (Application Reference 2021/1631) based its modal splits on travel to school data for ten separate Barnsley-based educational facilities, which are currently implementing TPs. The data was provided for the 2007 – 2021 period, however only the last 3 years provided full datasets and as such it is this data that was assessed, averaged and included. Based on the datasets, an average of 45% students within Barnsley schools who are operating TPs typically travel on foot, and as such this is the target provided within the Full Application TA; when this percentage is applied to the 180 new cohort of pupils, this equates to 81 pupils.
- Two further data collection exercises have been undertaken in recent months (2023), covering the existing pupils at TASE via a 'hands up survey' and a parent/guardian survey of the new cohort; the surveys provided 'live' data on how existing pupils travel currently, and how the new cohort parents/guardians predict the new pupils intend to travel. The data indicated that currently 18% of the existing pupils (32) travel on foot, and that 15% (27) of the new cohort intend to travel on foot. It can therefore be seen that the 'live' modal split data for both groups of TASE pupils provides an indication that less than 20% modal share intend to walk to the TASE temporary site, which is significantly less than the 45% typical walking modal split to secondary schools in Barnsley.
- To ensure that realistic targets are provided within the TP, the identified modal shift target for new cohort was therefore based on the 2023 survey data received, which is considered to be a more robust assessment, when compared to use of modal split data for other secondary schools across the Barnsley area, who are based in a range of locations with varying walking provision.
- The town centre location of the temporary school site, when considered together with the 'live' data, has enabled us to arrive at the modal shift target of 20% (36 trips) which is considered to be challenging, whilst achievable. Whilst a high percentage of the new cohort may live within walking distance of the site, it is considered prudent to underestimate the potential percentage of pupils who could walk, based on the received 'live' survey data.
- The high car travel response rate is likely due to lack of detailed consideration about future travel patterns of the new cohort, who are more likely to start investigating travel options closer to the start of the school year; in addition to the highly accessible location of the temporary site. The non-permanent status of the TASE town centre site may also be a contributing factor. Targets are however based on a worst case scenario, and will be reassessed following the first monitoring survey to take place in the winter term of the new school year.

Cycling:

- The Full Application TA identified that 1.4% of pupils within Barnsley schools who are operating TPs typically travel by bicycle and as such this is the target supplied; when this percentage is applied to the 180 new cohort of pupils, this equates to 3 pupils.

- Based on the recently collected 2023 survey data, 1% (2) existing pupils travel by bicycle, and 0.32% (1) of the new cohort intend to travel by bicycle.
- In order to arrive at our indicated cycling modal split target of 6% (11 pupils), the National Travel Survey (NTS) has been used in identifying the potential for cycle travel to secondary schools; whilst not specific to Barnsley it demonstrates what can be achieved through the introduction and delivery of a robust TP. Whilst our target is higher than the 4% NTS average for cycling at secondary schools, it equates to only 11 pupils across the 180 cohort travelling in this manner. Together with the supporting TP cycle measures, such as cycle parking, Bikeability training, cycle maintenance training, on-site bike security marking, and promotion of any available cycle discounts, together with travel event promotion such as Cycle to School Week, it is considered challenging yet achievable.
- As noted above, all targets will be reassessed following the first monitoring survey to take place in the winter term of the new school year.

Public Transport (PT):

- The Full and permanent Application TA identified that 27.7% of pupils within Barnsley schools who are operating TPs typically travel by PT; when this percentage is applied to the 180 new cohort of pupils, this equates to 50 pupils.
- Based on the recently collected 2023 survey data, 33% (59) existing pupils travel by PT, and 20% (36) of the new cohort intend to travel by PT.
- The identified modal shift target for new cohort was therefore based on the 2023 survey data received, which as noted above is considered to be a more robust assessment.
- The target for PT is therefore to maintain the modal split indicated by the existing pupils, of 33% (59 pupils). The target is based on the excellent town centre public transport provision; the close proximity of the bus and rail station, along with other local bus stops, to the temporary TASE school site; the accessible pedestrian infrastructure from the local bus stops and stations to the site; and the supporting measures proposed within the TP including the journey planning support and the school bus which serves the pupils.
- As above, the target has been framed as a worst-case scenario, and provides a challenging target which is considered to be achievable, when the above local infrastructure and TP measures are taken into account. It should also be noted that travel patterns developed whilst at the temporary school site are likely to be maintained once the school moves to its permanent site location, and will contribute to achievement of longer-term modal split aspirations.

Car Use / Car Sharing:

- The Full Application TA identified that 25.2% of pupils within Barnsley schools who are operating TPs typically travel by car; when this percentage is applied to the 180 new cohort of pupils, this equates to 45 pupils.
- The Full Application TA also identified that 3.3% of pupils within Barnsley schools who are operating TPs typically travel by car share arrangement; when this percentage is applied to the 180 new cohort of pupils, this equates to 6 pupils.

- Based on the recently collected survey data, 38% (68) of existing pupils currently travel by car and 22% (40) travel by car share arrangement. Meanwhile, 65% (116) of the new cohort intend to travel by car. It should be noted that in the new cohort parent/guardian survey, the response options did not include a 'car share' choice and multiple options per respondent were permitted. Therefore, no estimation of potential car share is possible based on the new cohort survey and as such professional experience has been applied to this mode.
- The identified modal shift target for new cohort was based on the 2023 survey data received, which is considered to be a more robust assessment.
- Due to the existing high levels of car sharing by current pupils, it is considered that there is capacity for 10% car sharing (18 pupils) amongst the new cohort; this is likely to come forward once pupils have met each other, friendships have formed and parents/carers are aware of other pupils living in a similar home location with whom they could share their journeys, together with the promotional and supporting work which will take place as part of the TP delivery.

Additional methodology considerations:

The following additional factors have been taken into account when formulating the targets:

- The data comparison exercise identified above demonstrates that we have undertaken a more robust consideration of trips, being based on up to date 2023 survey data received from the pupils (existing data) and the new cohort parent/carer data, rather than being based on modal split data for other secondary schools across the Barnsley area, who are based in a range of locations with varying public transport / cycling / walking provision.
- The National Travel Survey has additionally been used to support the methodology for the targets, as indicates the potential that can be achieved when supported by a robust TP. The modal splits have been based on a robust scenario. Incidentally, the site is a temporary location for TASE, and travel habits over the course of the school year are likely to change as a result of the introduction and marketing of the TP.
- Targets will be continually reassessed over the course of the school year, with the first monitoring survey to take place in the winter term of the new school year. Close contact will be maintained by TASE with BMBC following each monitoring period, to discuss and agree any changes to the targets.
- Travel habits are known to change over the course of a school day, with the morning modal split tending to be more car-focused, as parents/carers drop off their children on the way to work, with pupils travelling in a different manner on the way home, due to the early finish time meaning that car-based collections aren't always possible. Once new pupils are familiar with the location they are travelling to and from, their AM behaviour is also likely to change to alternative modes, such as those used in the after-school period, and as such travel behaviour over the course of a school year can be fundamentally different at the end of the year, compared to that noted at the beginning.
- The site is based in a town centre location, which has excellent walking, cycling and public transport provision. The TASE site is location within close proximity to the bus and train interchange, and also close to the Barnsley Active Travel Hub which can provide a range of cycle-related services to users.

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These influences increase the potential for sustainable transport use, which has been factored into the targets.

- Walking and cycling provision within the town centre is considered to support active modes of travel, with good quality walking routes and crossings, and the attendance of TASE staff in the local area during drop-off and pick-up periods, providing a security presence.
- A range of supporting measures are proposed within the TP, which aim to facilitate travel change and awareness raising of the various modes available to pupils and their parents/carers.
- The competition to be run by TASE to encourage greater levels of walking and cycling, which will generate house points for pupils who travel in these ways. This will create a level of healthy competition within the school, and will encourage shift onto these modes.
- The targets are considered to be challenging yet achievable.

Measure Comparison:

A comparison of the measures proposed as part of the Full Application TP, and the temporary location TASE TP are provided below.

Mode	Full and permanent Application TP: Measures	TASE Temporary School TP: Measures
Walking	• Promote health benefits • Info on access routes to school • Local route maps • BMBC Road safety team input • Travel event promotion • Lockers	• Promote health benefits • Info on access routes to school • Local route maps • BMBC Road safety team input • Travel event promotion • Walking bus from transport hub
Cycling	• Travel event promotion • Bikeability training • Cycle clubs • Cycle maintenance support • Cycle parking • Staff showers • Investigate cycle to work scheme for staff • Promotion of cycle discounts if avail • Monitoring of facility usage	• Travel event promotion • Bikeability training • Cycle maintenance support • Cycle parking • Monitoring of facility usage • Promote Barnsley Active Travel Hub • On-site bike security marking • Cycle clubs • Promotion of cycle discounts if available
PT	• Noticeboard mapping/PT info • BMBC Road safety team input • Investigate season ticket loan scheme for staff	• Noticeboard mapping/PT info • BMBC Road safety team input • Journey planning guidance
Car share	• Formal car share scheme for staff • Local car share scheme for students	• Informal car share scheme for staff and students

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Promotional tasks	• Curriculum input • Road Safety/police input • Local recruitment • Travel info for staff • Travel info for students • Website travel info • Noticeboards – pupils and staff • Travel event promotion • Sustainable travel competitions • Newsletters / blogs	• Curriculum input • Road Safety/police input • Travel info for staff • Travel info for students • Website travel info • Noticeboards – pupils and staff • Induction information • Website travel info • Noticeboards – pupils and staff • Travel event promotion • Sustainable travel competitions • Newsletters • Assemblies • Local recruitment
Supporting tasks	• TP Charter • Meetings & open days • PTP	• Working group of staff and pupils • PTP

The table above demonstrates that a full range of measures are included for both TPs, which are capable of inciting modal shift. The temporary TASE site TP will also feed into the Full and permanent Application TP and as such will ensure that modal shift takes place and is upheld once TASE moves to its new school location.

Whilst some of the ‘hard’ infrastructure measures will not be achievable at the temporary site due to its non-permanent status, these will be provided at the new school site. This will ensure that long term modal shift takes place and is supported by the relocation.

The temporary TASE TP therefore aims to overlap and complement the Full Application TP, and provide long-term sustainability to the TP.

Conclusion:

This TN identifies the methodology used in development of the Full and permanent Application site modal split data which was approved and construction underway. It also compares the previous TP to the 2023 survey data received as part of the development of the TASE temporary site TP. The data demonstrates that the targets identified for the Full and permanent Application site are not suitable for a town centre, non-permanent location, and that targets resultant from the receipt of up to date pupil/parent and guardian 2023 data are more appropriate for the site in this location, in that the existing pupil behaviour is likely to be mimicked by the new cohort throughout the temporary additional year of occupation by the school in this location.

Targets will be continually reassessed over the course of the 2023/2024 school year, with the first monitoring survey to take place in the winter term, 2023. Close contact will be maintained by the TPC of TASE with BMBC following each monitoring period, to discuss and agree any changes to the targets.

A full range of measures are included for both TPs, which are capable of provoking modal shift. The temporary TASE site TP will feed into the Full Application TP, and as such will ensure that modal shift takes place and is upheld once TASE moves to its new school location.