PROPOSED ADVANCED LEARNING CENTRE
WOMBWELL / DARFIELD SITE
WOMBWELL, BARNSLEY

FRAMEWORK SCHOOL TRAVEL PLAN

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CONTENTS

1. INTRODUCTION ___ ***3***
2. EXISTING TRAVEL MODE SURVEY ___ ***4***
3. TRAVEL PLAN CO-ORDINATORS ___ ***7***
4. INITIATIVES ___ ***8***
4.2 Buses ___ 8
4.3 Cycling ___ 9
4.4 Walking ___ 12
5. CAR SHARING ___ ***13***
6. TARGETS ___ ***14***
7. MONITORING ___ ***15***
8. ACTION CHECKLIST ___ ***16***
9. SUMMARY ___ ***18***

1. INTRODUCTION

1.1 Sanderson Associates have been instructed to provide a Framework School Travel Plan in support of a planning application for the construction of a new advanced learning centre at Darfield / Wombwell site, in Barnsley.

1.2 In accordance with Local and National Government Policies to protect and enhance the environment, this Framework Travel Plan assesses the current situation in the vicinity of the site, and proposes measures to encourage accessibility via a variety of transport modes.

1.3 Both of the existing Wombwell High and The Foulstone High Schools currently have Travel Plans for their existing sites. A travel mode survey was carried out in October 2005, the details of which can be seen in section 2.0 of this Travel Plan Framework.

1.4 This Travel Plan will be further developed following the submission of full planning application and with further discussions with the Local Highway Authority.

1.5 The main objectives of the Travel Plan are as follows:

- To maximise the accessibility of the site by means other than the private car.
- To encourage pupils to travel to the new school site via alternative means other than the car.
- To ensure that the Travel Plan meets the needs of the all of the school users.
- To make staff aware of the benefits to be derived from the Travel Plan.
- To minimise the level of vehicular traffic generated by the site.
- To enable the development to protect and enhance the environment.

2. EXISTING TRAVEL MODE SURVEY

2.1 Travel mode survey information has been provided for both the Wombwell and Foulstone High School. Information on transport modal split as derived from a survey carried out in October 2005 is summarised as follows:-.

	Foulstone High School	Wombwell High School
Percentage	To School	To School
Walk	38	73
Cycle	0	1
Bus	46	12
Car	12	10
Car Share	4	3
Other	0	1
Total %	100%	100%

	Foulstone High School	Wombwell High School
Percentage	From School	From School
Walk	39	75
Cycle	0	1
Bus	48	12
Car	10	8
Car Share	3	2
Other	0	2
Total %	100%	100%

	Foulstone High School	Wombwell High School
Percentage	Would like to	Would like to
Walk	19	38
Cycle	23	14
Bus	30	8
Car	17	21
Car Share	2	6
Other	9	13
Total %	100%	100%

2.2 It should be noted that Foulstone High School had no cycle parking at the time of undertaking the survey. The existing travel patterns of both school sites show that there are a higher percentage of pupils walking to Wombwell High School than walking to Foulstone High School. This is possibly due to Wombwell High's location within a predominantly residential area and Foulstone High School is more accessible on main roads from the wider surrounding area.

2.3 It can be seen that a high percentage of school children currently travel to and from Wombwell High School on foot. This being 73% to school and 75% from school, with car travel being 13% and 10% respectively. Bus travel is at 12% to and from Wombwell High School. These figures are possibly due to Wombwell High's Location within a predominantly residential area.

2.4 However, the percentage of school children traveling to and from Foulstone High School is lower at 38% and 39% respectively, with car travel being at 16% and 13% respectively. Bus travel is higher at 46% and 48% respectively. These figures are possibly due to Foulstone High School being more accessible on main roads from the wider surrounding area.

2.5 The survey also identifies the potential level of pupils wishing to travel to school by alternative modes of transport should the opportunities and facilities exist to help them accomplish their ideal trip to and from school. The survey shows an increase in the likelihood of pupils travelling to school by cycle, a similar amount travelling by bus and an increase in the number of pupils travelling by car.

2.6 It is expected that given the high level of users currently travelling to school on foot, this trend will continue at the proposed school site because walking to the new school site will be promoted as part of the

proposed development and the mitigation measures are proposed to facilitate this and provide safe routes to school. It is considered that the percentage of pupils traveling to and from the new school site is therefore likely to be high with the assistance of an effective Travel Plan.

3. TRAVEL PLAN CO-ORDINATORS

3.1 It is essential that for a Travel Plan to work successfully a person be appointed as Travel Plan Coordinator. The Coordinator's duties will be to promote, coordinate, monitor and review the Travel Plan to ensure that the initiatives are being met and remain appropriate to the needs of the users.

3.2 The school will nominate an internal Travel Plan Coordinator who will review this Framework Travel Plan and will in due course coordinate the preparation of a more comprehensive Travel Plan.

3.3 A Travel Plan should be submitted to the Local Authority for approval within 6 months of the school opening.

4. INITIATIVES

4.1 As previously mentioned both of the existing schools, Wombwell High and The Foulstone High School, have drawn up Travel Plans for their current sites, however, the following suggests specific areas in which initiatives should be introduced to improve and encourage alternative means of travel to the new school site, as recommended in the DfT document "A Safer Journey to School".

4.2 Buses

4.2.1 There are currently regular bus services to and from the existing schools to neighbouring residential areas using either the general bus service network or specific home-to-school services.

4.2.2 It is proposed that the new school site will have provision within the site for buses to drop off and pick up pupils together with an on site bus turn around facility to allow buses to enter, turn and leave the site in a forward gear. It is also recommended that these bus stops are provided with bus boarding kerbs and shelters to give an enhanced environment for those pupils travelling to the new school by bus. The details of this can be agreed at the appropriate stage. This proposal can be seen on the site layout plan at Appendix B within the Transport Assessment.

4.2.3 Specific home-to-school services are run by Barnsley MBC. This service allows free travel for pupils which live more than 3 miles from the nearest school. Pupils must apply to Barnsley MBC to receive free travel. The details of how to apply and of the relevant conditions are included in the Home to School Transport brochure provided by Barnsley MBC, which is included in Appendix H of the Transport Assessment.

4.2.4 It is considered that there is scope for the existing normal network bus services and the home-to-school services to be re-routed to provide a service for pupils travelling to the proposed site within the morning and evening school peak periods. At all other times during the day, the bus services would resume there normal route. It should also be borne in mind that it is unlikely that any home-to-school services will be required to the existing Foulstone and Wombwell School site if the proposed site is granted permission.

4.2.5 Discounted travel is available for all students in South Yorkshire between the ages of 11 and 18.

4.2.6 Proposed Initiatives

- Schools are well placed to publicise school bus services to parents and children. Timetables and leaflets can be displayed in the school foyer and sent home on a regular basis. Timetables can be hard to understand but by involving students in the design, schools may be able to produce materials that are more readable and more appealing. It is also helpful if children can be taught how to use timetables.

- All pupils are provided with a copy of the Home to School Transport brochure which gives details of how to claim for free travel to school.

4.3 Cycling

4.3.1 There are no dedicated cycle lanes along the roads within the vicinity of the proposed school site. However the initial section of the A633 Barnsley Road from the roundabout of Bradberry Balk Lane is

sufficiently wide as not to preclude Barnsley Road as an advisory cycle route.

4.3.2 The majority of the school catchment area is encompassed within 3000m of the development site and is within easy cycle distance of the new school site. The proposed improvements offered as part of this development are listed below.

4.3.3 Proposed Initiatives

- The provision of cycle parking, in a covered area overlooked by classrooms or offices and convenient for the main entrance.
- Organise cycle training for children from experienced adult cyclists who have received training from a road safety officer.
- Sell discounted reflective clothing and accessories.
- An upgrade of the Trans Pennine Trail is proposed providing a traffic free pedestrian and cycle access to the site. The section of approximately 750m from Littlefield Lane to Bradberry Balk Lane will be hard surfaced and street lit.
- Provision of a bridge crossing on the A633 Wombwell bypass, adjacent to the junction of Littlefield Lane in order to assist the crossing of pedestrians and cyclists to/from Wombwell town centre when accessing the school site.
- A 3.5m wide cycle / footway is proposed to commence at this crossing, on the site side of the Wombwell bypass and will extend to the proposed cycle/footway which will continue to the school. This provides traffic free pedestrian and cyclist access to the school site from Wombwell Town Centre. This can be seen on the site plan at Appendix B of the Transport Assessment.
- Traffic free pedestrian and cyclist accesses from Pitt Street into the site will separate pedestrians from traffic entering and

exiting the site and provide a safer pedestrian and cyclist environment for those travelling to/from the north of the site rather than travelling on the Wombwell bypass.

- The shared cycle/footway will be of particular benefit to cyclists in terms of safety because it will encourage the removal of the majority of cyclists from the Wombwell bypass over its length and therefore reduce any potential conflict with vehicles travelling on the Wombwell bypass.
- Create a cycle permit scheme. Some schools operate a cycle parking permit scheme which is a contract drawn up between the school, the pupil and the parents, to set out the conditions for cycling to school and to obtain the parents' consent. Permit forms set out the school's cycling policy, while emphasising that the decision on whether the child is competent to cycle remains with the parent. Forms can also include advice on safety and insurance and provide a record of the bicycle's make and serial number. Schools will need to decide what conditions they wish to attach to permits. For example these may include:-

    - That the bicycle is roadworthy and has passed a maintenance check
    - That the cyclist has completed an approved training course
    - That the bicycle will be securely locked in an approved area
    - That the cyclist will follow a 'good cycling code'
    - Provide secure lockers to store cycling equipment and to reduce the number of books that children have to carry home.
    - Cycling can be encouraged with special events at school such as a 'cycle challenge': children are encouraged to try a range of cycling skills around obstacles for example.

4.4 Walking

4.4.1 Both the residential areas of Darfield and Wombwell are at, or slightly above the preferred maximum walking distances of 2000m from the new school site, taken from the IHT Publication "Providing for journeys on foot".

4.4.2 With the existing pedestrian facilities and proposed mitigation measures there will be a good highway footpath network linking these residential areas with the proposed school site offering good opportunities for pupils to walk to school.

4.4.3 Proposed Initiatives

- Supplying reflective clothing/accessories to children at discount prices and to assess the need to change school uniforms to colours which are more visible in dark conditions.
- Provide locker space within the school to reduce the need for pupils to carry heavy books, instruments or materials when walking home.
- In order to facilitate the crossing of pedestrians over the Wombwell bypass, it is proposed to provide a bridge crossing as shown on the site plan at Appendix B of the Transport Assessment.
- As previously mentioned, an upgrade of the Trans Pennine Trail is proposed to provide a cycle/footway providing a traffic free pedestrian and cycle access to the site.
- Also, proposed traffic free pedestrian and cyclist accesses from Pitt Street into the site will separate pedestrians from traffic entering and exiting the site and provide a safer pedestrian and cyclist environment for those travelling to/from the north of the site rather than travelling on the Wombwell bypass.

5. CAR SHARING

5.1 Some schools have successfully encouraged parents who drive to school to car share. This can be particularly useful when children are traveling longer distances to school.

5.2 Another option for sharing a ride is a minibus. Some schools have made their own minibuses available to parents for the school run. Using a private minibus firm, funded by parents, can be expensive but has proved feasible in some circumstances.

6. TARGETS

6.1 It should be considered that targets are set to evaluate the success of the Travel Plan after 6 months of the school opening. This will allow time to assess the travel modes of the pupils to the new school.

6.2 The actual targets can then be set when the travel needs and the various modes of travel have been assessed.

7. MONITORING

7.1 It is considered that surveys should be undertaken on an annual basis to establish the success of the initiatives recommended in this Travel Plan and that the targets set have been or are being reached. This can be in the form of a hands-up survey as an exercise undertaken by pupils.

7.2 It is also considered that additional surveys on the satisfaction of pupils to the initiatives and whether improvements can be made should be carried out, again on an annual basis.

8. ACTION CHECKLIST

8.1 The following are measures which should be considered in the preparation of a School Travel Plan.

8.2 Travel awareness:

- Advise new pupils and parents on school travel policies and arrangements
- Include a safer routes map, school travel policies and arrangements in the prospectus
- Include school journey details in arrival packs sent to new families
- Set up school journey notice board
- Look at travel choices and safer routes to school as part of class work

8.3 Local Safety

- Develop traffic management proposals for pedestrian safety in the school area

8.4 Walking and Cycling

- Hold regular walk to school events
- Offer practical pedestrian training
- Create car-free entrances
- Hold cars back until pedestrians and cyclists have left school in safety
- Review the visibility of the school uniform
- Review homework timetable to check on how much children carry home
- Provide adequate storage for school books, cycling gear and outdoor clothing
- Install secure cycle shelters

- Offer on-road cycle training
- Advise on cycling safety and arrange regular cycle maintenance checks
- Set up a cycle permit scheme
- Hold regular cycling events

8.5 Public Transport

- Provide public transport information at school
- Explore options for new services, better routes and low fare promotions
- Introduce a code of behaviour for school bus users

8.6 Sharing the ride

- Set up parents' car sharing scheme
- Set up a parent-run minibus

8.7 Personal Safety

- Offer sessions for children and parents on personal safety

9. SUMMARY

9.1 This Framework School Travel Plan sets out the suggested initiatives to be included in a more detailed Travel Plan to be submitted in support of a full planning application for the development of the new Darfield / Wombwell school site.