BARNSLEY PARTNERSHIP FOR LEARNING

BUILDING SCHOOLS FOR THE FUTURE

PARKING PROVISION – WOMBWELL SCHOOL

JULY 2010

TURLEY ASSOCIATES

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Appendix 1 – FrameworkTravel Plan

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1. Introduction

1.1 This report has been prepared in support of an application for Reserved Matters approval for the development of a new Wombwell School on land at the former Darfield Colliery, Barnsley.

1.2 The report examines the specific circumstances that surround the School and the evidence presented in the Framework Travel Plan for the scheme. The report then draws out the justification for the level of parking provided, and how this relates to relevant planning policy, supplementary guidance documents and standards for parking provision.

2. Policy Context

2.1 As a starting point for any consideration, Section 38 (6) of the 2004 Planning and Compulsory Purchase Act states:

> *"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."*

2.2 This establishes that planning decisions should be made in accordance with the adopted development plan, unless there are specific circumstances that indicate otherwise. This is known as the plan led system. In this respect the relevant planning policy documents are as follows:

- Planning Policy Guidance 13 (PPG13);
- Saved UDP Policy T22 and associated SPD 32 which establishes parking standards.

2.3 These are summarised below. The RSS for Yorkshire contained parking policies which were of relevance to this project, under references T2 and in table 13.5. However, the RSS was revoked in July 2010 and so these standards are no longer in force. However, these standards were much more up-to-date than the UDP standards (2008) and as such more clearly reflected current Government policy on parking and travel.

PPG13

2.4 Paragraph 38 of PPG13 states that:

> *"Higher and further education establishments, schools and hospitals are major generators of travel and should be located so as to maximise their accessibility by public transport, walking and cycling. Similarly, proposals to develop, expand or redevelop existing sites should improve access by public transport, walking and cycling .... Where related accommodation is to be provided, it should have ready access to the site by non-car modes"*

2.5 With regard to Travel Plans PPG13 at paragraphs 87-89 goes on to state:

> *"The Government wants to help raise awareness of the impacts of travel decisions and promote the widespread use of travel plans*

amongst businesses, schools, hospitals and other organisations. Local authorities are expected to consider setting local targets for the adoption of travel plans by local businesses and other organisations and to set an example by adopting their own plans.

The Government considers that travel plans should be submitted alongside planning applications which are likely to have significant transport implications, including those for....

2. smaller developments comprising jobs, shopping, leisure and services which would generate significant amounts of travel in, or near to, air quality management areas, and in other locations where there are local initiatives or targets set out in the development plan or local transport plan for the reduction of road traffic, or the promotion of public transport, walking and cycling. This particularly applies to offices, industry, health and education uses;

3. new and expanded school facilities which should be accompanied by a school travel plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities;"

2.6 Paragraph 5 of PPG13 Transport recognises that the car will continue to have an important part to play and for some journeys, particularly in rural areas, it will remain the only real option for travel.

RSS

2.7 Although the RSS has been revoked, it is still worth noting the parking standards contained within it as they are more recent than the UDP standards and Council officers had accepted this and used the RSS standards as the norm for provision in commenting on planning applications. Policy T2 of RSS (published May 2008) provides policy direction on the setting of maximum parking standards across the Region. Associated with this is Table 13.5 of that document which sets the following maximum standards for education facilities:

"1 space per 2 staff + 1 space per 15 students"

UDP Policy T22 and SPD 32

2.8 Policy T22 of the saved UDP (adopted 2000) states that:

"New development shall be provided with no more car parking, servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon :

A) Highway safety

B) The local environment including the amenity of local residents and adjoining land uses

C) The vitality and viability of Barnsley town centre and other shopping and commercial centres.

Planning applications which propose parking servicing and/or manoeuvring space in excess of or less than that which is necessary will be refused permission.

For car parking associated with employment premises, shopping areas, leisure and recreational facilities, places open to the general public and public car parks, provision should be made for disabled car parking which should amount to at least 4% of the total car parking provision to be provided.

Where the required car parking cannot be provided on site or where the council deem it appropriate, suitable parking provision off site or contributions to enhance or provide alternative means of transport may be acceptable. In these circumstances the council will seek to enter into an agreement under s106 of the act with the developer to ensure that a financial contribution is secured towards the provision of public car parking and/or to enhance or provide alternative means of travel."

2.9 Policy T22 of the saved UDP is supplemented by SPD32 which provides further guidance on this issue. Table 1 of that document states that for schools, the maximum parking provision standards of 1 space per 3 teaching staff and 1 space per 3 non teaching staff for schools but those standards were superseded by the RSS. However, it has been agreed with Senior Council Planning Officers that the RSS standards were the most relevant ones to be applied in assessing the proposals combined with the criteria of Policy T22 of the saved UDP, given that they were more recent and reflected current best practice on travel and climate change.

3. Parking Standards, Teaching and the Drivers behind the School.

Basis for Consideration

3.1 As a starting point for the consideration of parking provision it is appropriate to examine the specific drivers behind the level of provision sought, and the relevant evidence that justifies a move away from the up to date adopted standards set out in former RSS Policy T2 whilst meeting the still relevant policy tests of Policy T22 of the saved UDP.

3.2 By way of background, the BSF programme has the following key aims:

- Creating leading edge learning environments that will attract and retain talented teaching professionals with a view to enhancing the qualitative provision of education within the Borough ; and
- For the school to provide a wide range of education opportunities within state of the art 21st Century facilities.

3.3 With this in mind there are key circumstances that relate to school provision all of which influence the level of car parking provision that is required for Wombwell. In short, the combination of the wider community role of the school; the specific circumstances that surround schools and the results of the draft travel plan surveys form the evidence for the approach taken and all provide significant material considerations (as referred to in Section 38 (6) of the 2004 Planning and Compulsory Act) as to why the adopted parking standards should not be applied rigidly in this case and why the amount of parking proposed is both reasonable and directly related to the specific circumstances of Wombwell School.

3.4 This statement bases its assessment of parking requirement on the following figures:

- 1800 students aged 11 to 16;
- 185 students aged over 16;
- 211 staff (teaching and others);
- 12 FE places;
- A Pupil Referral Unit with 14 staff.

Students

3.5 Students aged under 16 do not generate any parking demand. The proposed school has places for 185 students aged over 16 and this generates a parking demand. The UDP standards do not specify for this group but the former RSS sets a requirement for 1 space per 15 students. This produces a parking requirement of 13 spaces.

3.6 The plan for the school contains provision for 12 FE students, these being students over the age of 18. Given the potentially wide geographical catchment for these students, 100% parking provision is proposed.

Staff

Employee Location and Ability for Car Sharing

3.7 As a starting point, in terms of establishing the level of staff parking provision required at Wombwell, the locations of staff places of residence are a key factor. The Framework Travel Plan presented at Appendix 1 does not address staff travel at all, which is a major short-coming. In order to arrive at a reliable estimate for staff parking requirement we must therefore draw parallels with the other schools in the BSF programme where this has been done.

3.8 A review of parking studies carried out for the phase 1 and 2 schools in the BSF programme show that an average of 61.5% of existing school staff reside in excess of 5km from the school site. This is beyond what could reasonably be walked or cycled. PPG13 and SPD32 both recognise cycling and walking initiatives have the potential to substitute short car journeys (those under 5km) and therefore for journeys beyond this distance they become less relevant. In addition the catchment area (being a facility that serves a section of the edge of the Borough) includes large tracts of rural area and PPG13 recognises that in such areas the car will remain the primary and only viable mode of transport and encouraging alternative modes of transport in such area will be less achievable. Paragraphs 40 to 42 of PPG13 explain this in more detail. The location of development will be the primary means of influencing modal choice in such areas. With this in mind, a higher level of staff car usage than the Borough average quoted above may be expected. The most obvious comparator school here is Shafton, which has a similar geographical catchment, and parking requirement there was calculated and agreed at 68.5% of staff numbers. On this basis, parking spaces for 145 staff would be required.

3.9 There is no data available which stets the current level of staff parking requirement for the two schools which will be amalgamated to form the new Wombwell Scholl (Foulstone and Wombwell), unlike for the phase 1 and 2 schools, and so this comparator assessment is proposed as the most reliable basis for assessing requirement at the new Wombwell School.

3.10 Given the evident distances that teachers often live from their place of work the surveys undertaken for the preparation of the draft Travel Plans for other schools reveal that the propensity for car sharing generally is limited. This is likely to be due to the physical distances involved and relatively dispersed nature of places of residence, often in rural locations.

3.11 In preparing the draft Travel Plans for other schools, members of staff were consulted upon future possible modes of transport, including the potential for car sharing. A potential car share figure of 15% has been assumed, based on figures returned for comparable schools in the Phase 1and 2 of BSF. This figure would produce 32 staff members being interested in car-share which translates into a reduction of 16 spaces, assuming 2 members of staff per car.

3.12 In addition, it should also be noted that it is unlikely that teaching professionals will choose to reside within the catchments of the schools within which they work. This is primarily for the reasons of maintaining a work/life balance.

Access to Public Transport

3.13 In addition to the choice of residence as presented above, accessibility to public transport is another key consideration. For Greenacre school for example, the draft Travel Plan states that 64% of staff reside over 5km away, including locations as far as Northallerton, Selby, Leeds and Derbyshire. In addition it is not possible to know how many of the staff has home locations outside of direct public transport routes to work.

3.14 The nature of teaching in the UK is such that notwithstanding potential public transport availability, there is often a requirement to move substantial amounts of resources, work, marking etc between the teachers' home and place of work. This is the nature of teaching practice. The result of this is that often it is simply not practical to effectively transport what are substantial amounts of marking and other resources by public transport, cycle or on foot.

Before/After Hours and Home Working

3.15 During term time, the working practice of teachers is that out of hours working both before pupils arrive and after they have left for the day is a common practice. In this respect (and notwithstanding a potential lack of access to public transport, issues associated with transporting significant amount of resources and the physical distance to travel from home to place of work), the likely times when teaching professionals will be required to travel, fall outside of peak public transport times, irrespective of whether there is adequate and direct provision in the first place.

3.16 In addition to this the issue of personal safety is also a factor to consider when arriving in the early morning or leaving late at night where ready access to secure parking is a factor. In this respect, should teachers be required to park off site then issues surrounding personal safety are likely to arise. This is particular issue for the large number of female staff, especially when arriving or leaving in the dark during winter.

Resultant Modal Choice of Transport for Teaching Staff

3.17 For the reasons and specific circumstances surrounding the needs and requirements of teaching professionals the resultant modal choice for the majority of teaching professionals will be the car.

3.18 From the surveys undertaken for the draft Travel Plan for Phase 1 and 2 schools we can see that for other modes of transport as a whole only 29% of staff would on average consider walking, cycling or public transport, this would equate to a potential saving of 61 car parking spaces if it were possible to turn all of these potential alternative mode users into actual users.

3.19 It is simply not realistic to assert that a lack of parking provision will affect a modal shift for teaching professionals. The reality is more complex as teachers, given their specific circumstances will continue to need to travel to work by car. As this is the case the potential impact upon surrounding highway safety and residential amenity should be taken into account.

3.20 Therefore we consider that the level of car parking proposed is justified for staff and by providing for their needs it is not going to undermine the draft Travel Plan objectives. This is because it is recognised that at these distances staff will not shift to cycling or walking, the potential to car share is very limited especially given the varying timetables for staff and public transport is not a realistic option. The

draft Travel Plan objectives are solely aimed at students and their modal choice of getting to school.

3.21 For teaching professionals however, travelling by private car is the only realistic modal choice available in most cases. As this is the case, we consider that parking provision should reflect this pragmatic reality.

Pupil Referral Unit

3.22 The PRU attracts students from a wider geographical area than the main school and a range of specialist educational staff who may serve more than one such unit within the Borough. There is consequentially a higher than average car-borne travel component and 1 for 1 provision is therefore supported, at 14 spaces.

Community Uses and Implications for Parking Provision.

3.23 A principal aim of the school is to place it at the heart of the communities within which it is located. It is considered that the assessment of parking provision for the identified user groups should be viewed within the context of the overall package of measures that form a component part of the travel plan for the school, and should not be viewed in isolation from it. The level of parking provided should account for this. Given the potential for community use to overlap with the school day, some specific additional parking for community uses is proposed. A level of parking for visitors is also proposed.

Proposed Parking Provision.

3.24 To summarise, the above section establishes a parking demand as follows:

- Staff (211 @68.5% less 16 for car share) 134 spaces;
- Post 16 students 13 spaces;
- FE students 12 spaces;
- PRU staff 14 spaces;
- Disabled parking 10 spaces;
- Visitors (parents, commercial, events) 36 spaces;
- Total 219 spaces.

3.25 These figures assume maximum potential modal shift being achieved through travel plan measures, which given the dispersed pattern of population distribution within the school's rural catchment, is highly optimistic and unlikely to be delivered in the short term. A total of 219 spaces are proposed on site, to take account of local circumstances and to provide a practical level of provision which is capable of keeping the school running efficiently without causing nuisance to neighbouring residents or problems of safety on the local highway network.

Highways Implications

3.26 For the reasons set out above it is highly likely that teaching professionals employed at the school along with other professionals will continue to travel to work by car as a functional necessity. In this respect, simply restricting parking provision at each facility is unlikely to result in a modal shift to other forms of transport primarily for the above reasons. Any lack of parking will decant parking demand into surrounding streets and creating nuisance and disturbance

3.27 Therefore not providing for the specific needs of the groups identified is likely to generate a situation directly in conflict with Policy T22. The most likely outcome is that parking will be decanted off-site to surrounding residential areas. In this respect it is likely that this will result in associated amenity and highway safety problems. In this respect Policy T22 of the saved UDP states that:

> *"NEW DEVELOPMENT SHALL BE PROVIDED WITH NO MORE CAR PARKING, SERVICING AND MANOEUVRING SPACE THAN IS NECESSARY IN ORDER TO ENSURE THERE IS NO SIGNIFICANT ADVERSE IMPACT UPON :*
>
> *A) **HIGHWAY SAFETY***
>
> *B) **THE LOCAL ENVIRONMENT INCLUDING THE AMENITY OF LOCAL RESIDENTS AND ADJOINING LAND USES"*** [Emphasis Added]

3.28 It is very clear that the circumstances surrounding provision will necessitate travel by car as a primary mode of transport for teaching professionals and more vulnerable and less able groups. Therefore, should insufficient parking be provided, it is unlikely that this will result in a substantial modal shift to other forms of transport. As a consequence, off site parking is therefore likely to result. This in itself will potentially lead to adverse impacts upon surrounding highway safety and in particular the amenity of local residents. This would be contrary to the provisions of Policy T22 of the saved UDP.

4. Travel Plan

4.1 A Framework Travel Plan has been produced for Wombwell School. This is attached at Appendix 1 of this document. This document only deals with student travel and further work needs to be done on staff and other group's travel to the site. Key measures include:

- The promotion of safe walking and cycling routes;
- Management of car parking and access for users other than in the identified need groups; and
- Provision of facilities such as cycle storage and on site changing facilities.

5. Conclusions

5.1 We have reviewed the planning policy context behind the setting of maximum parking standards as set out in the saved UDP and referred to the former RSS where its standards still reflect best-practice.

5.2 The review of working practices of teachers based on experience with other schools in the programme clearly demonstrates that the primary transport mode for them will be the private car. This is largely driven by necessity as opposed to choice. This is due to:

- Physical distance to travel for a substantial proportion of teachers;
- The lack of opportunity to car share;
- Inadequacy of public transport provision; and
- The need to work both before and after hours.

5.3 Therefore primarily to avoid potential problems with highways safety and residential amenity, a parking provision of 219 spaces for Wombwell is fully justified.

5.4 A key driver behind the BSF programme is to enhance educational achievement and in part this is achieved by creating leading edge teaching facilities and attracting and retaining the most capable and talented teaching professionals.

5.5 In addition to this a key aim of programme is to place them at the heart of the communities which they serve. Providing for an appropriate level of car parking is essential within which to fulfil this role.

5.6 In terms of planning considerations Policy T22 states that in this respect the key consideration is whether there is an appropriate level of parking to meet the provisions of policy T22 of the Saved UDP. In this respect it is the consideration of whether there is sufficient parking provided to avoid potential adverse impact upon the surrounding highway network, and/or local residential amenity.

5.7 Therefore on the basis of what is set out in this statement the material considerations set out that in order to avoid potential problems with highway safety and residential amenity, a parking provision of 219 spaces for Wombwell School is justified.

Appendix 1 – Framework Travel Plan.

TURLEY ASSOCIATES

PROPOSED ADVANCED LEARNING CENTRE
WOMBWELL / DARFIELD SITE
WOMBWELL, BARNSLEY

FRAMEWORK SCHOOL TRAVEL PLAN

Ref: 5068/IEL/TLH/003/01 ..... February 2009

Checked and approved by .... Date .....

PROPOSED ADVANCED LEARNING CENTRE
WOMBWELL / DARFIELD SITE
WOMBWELL, BARNSLEY

FRAMEWORK SCHOOL TRAVEL PLAN

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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.