

TRANSPORT & INFRASTRUCTURE PLANNING

Frank Shaw Associates Ltd
Proposed Deighton SEMH School
Huddersfield
Travel Plan

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1. INTRODUCTION

Appointment

- 1.1 BWB Consulting Ltd (BWB) has been appointed Frank Shaw Associates Limited to prepare this Travel Plan (TP) to accompany the planning application for an educational development site on the land to the north of the Deighton Road (the 'Site').
- 1.2 The proposed development comprises a new Special Educational Mental Health (SEMH) School to cater for up to 132 pupils. Access is proposed from the Deighton Road. The proposed Site Layout Plan is included in **Appendix 1** for reference.
- 1.3 As the proposed school is an SEMH School, this TP is catered towards staff members, due to the nature of the school.
- 1.4 The local planning and highway authority is Kirklees Council (KC).

Definition of a Travel Plan

- 1.5 The National Guidance on Travel Planning and Decision-taking¹ states that a Travel Plan is "a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed".
- 1.6 A TP involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from the development.
- 1.7 This TP contains a set of recommendations for the necessary aims, objectives, targets and measures to reduce the number of single occupancy car trips generated by the proposed development and increase the number of pedestrian, cycle and public transport trips. It also includes proposed methods for implementing and monitoring travel patterns and updating the Travel Planning report over a five year period.
- 1.8 The focus of this TP is to encourage staff and visitors to travel to the proposed SEMH school by sustainable travel modes where possible. It should be acknowledged that, owing to the SEMH nature of the school, the majority of pupils will be brought to and from the Site by minibuses and private hire vehicles and therefore there is less scope to improve their method of travel to the Site.
- 1.9 The TP will propose targets to reduce the number of single occupancy car trips and promote sustainable travel to and from the proposed school, including active travel, public transport and car sharing. These targets will then be implemented and monitored to determine their effectiveness and the progress of the TP.

¹ The National Guidance on promote
s, Transport Assessment & Transport Statements in Decision-taking, Planning Practice Guidance, March 2014

1.10 Once operational, the TP would deliver the following:

- Partnership approach to influence the travel behaviour of future staff to and from the Site;
- Safe and viable alternatives to single occupancy car travel to the Site;
- Fewer vehicle trips and a reduction in overall vehicle mileage;
- Inform future staff of the social, environmental and economic costs of their travel choices, and;
- Improved accessibility for all.

Report Structure

1.11 Following this introductory section, this TP is structured as follows:

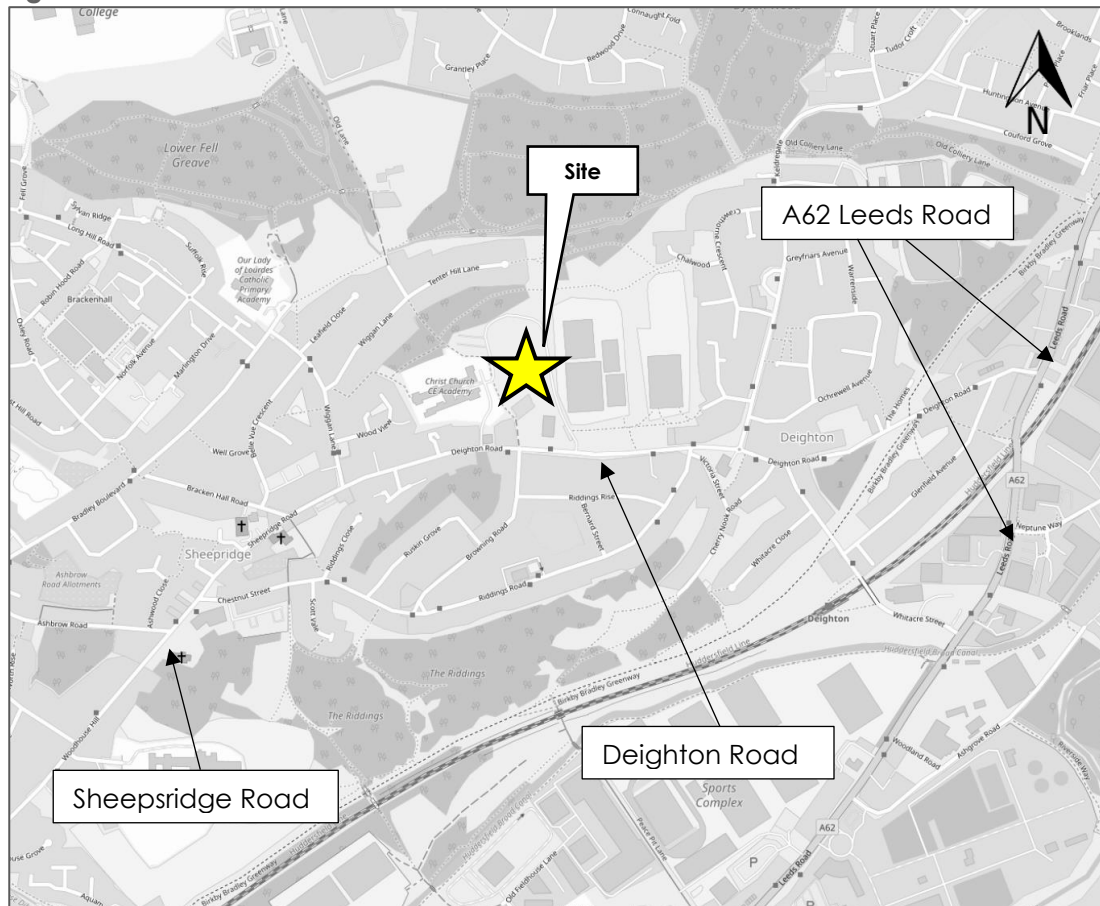
- **Section 2: Existing Conditions** – describes the site location, surrounding highway network and review of the sustainable infrastructure;
- **Section 3: Development Proposals** – provides details of the proposed development and access arrangements;
- **Section 4: Aims and Targets** – details the initial targets of the TP to achieve relevant the overarching aim of promoting sustainable travel;
- **Section 5: Measures and Incentives** – describes the measures and incentives that would be implemented at the Site in order to achieve the targets; including the TPC commitments and responsibilities;
- **Section 6: Monitoring and Review** – details methods to monitor and review the TP, together with remedial actions; and
- **Section 7: Summary and Conclusions.**

2. EXISTING CONDITIONS

Site Location

- 2.1 The Site is located in Deighton, approximately 3.9km northeast of Huddersfield. The indicative location of the Site in relation to the immediate area and the local highway network is shown in **Figure 2.1** below.

Figure 2.1. Site Location



Local Highway Network

- 2.2 Deighton Road is a single carriageway road running between A62 Leeds Road to the east and Sheepsridge Road to the west. It is approximately 7.5m wide along the site frontage and is subject to a 30mph speed limit. A footway is provided on both sides of carriageway along Deighton Road.
- 2.3 The A62 Leeds Road runs between Mirfield and Huddersfield. The A62 Leeds Road links to A644 to the north-east of the proposed site and to Southgate in Huddersfield City Centre.

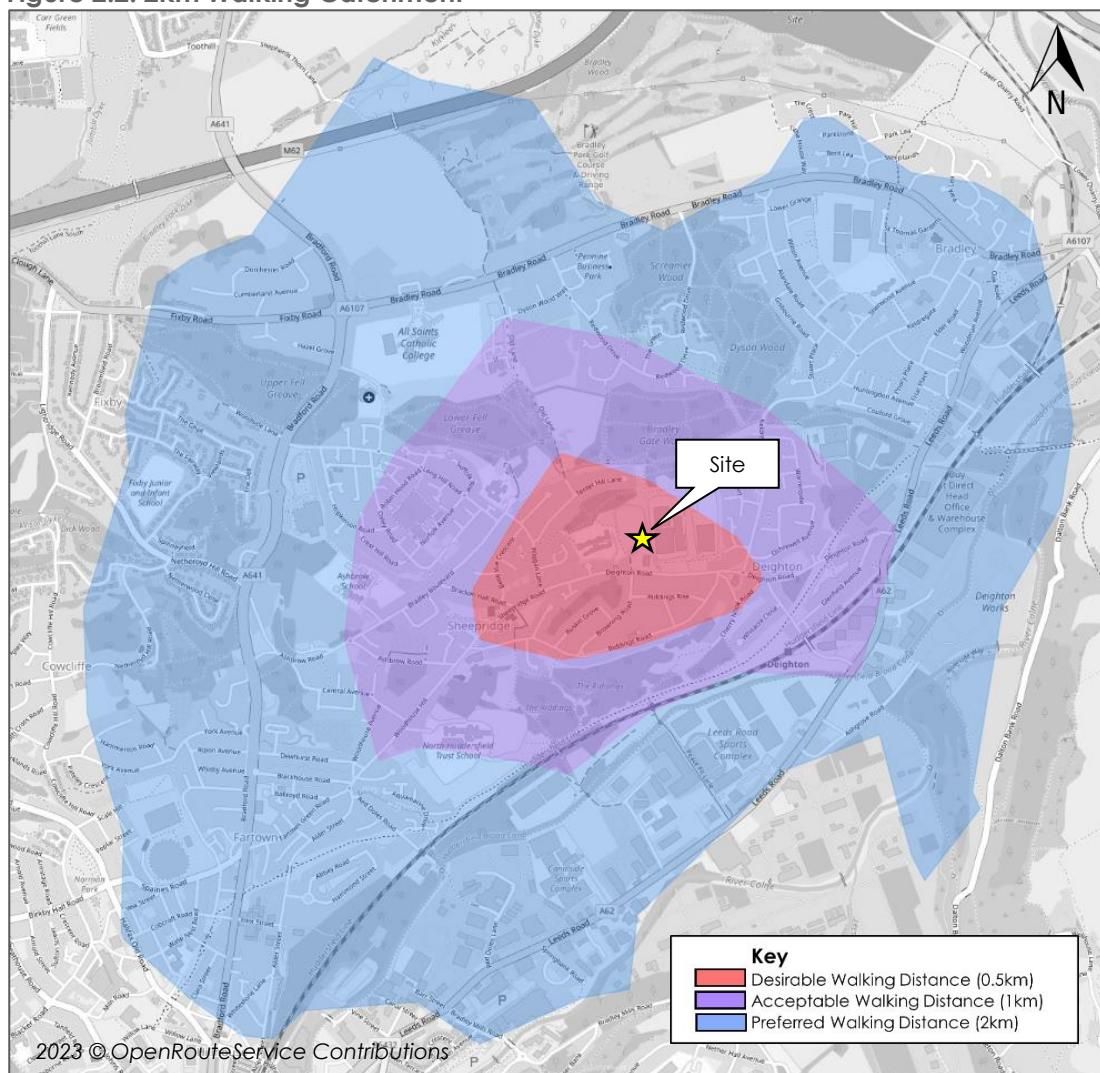
Active Travel Infrastructure and Accessibility

Walking

2.4 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances to new developments for pedestrians without mobility impairment. GPJF suggests that the 'preferred maximum' walking distance for commuting, and school journeys is 2km with 'acceptable' and 'desirable' walk distances of 1km and 500 metres respectively.

2.5 **Figure 2.2** identifies a 2km walking catchment from the Site.

Figure 2.2. 2km Walking Catchment



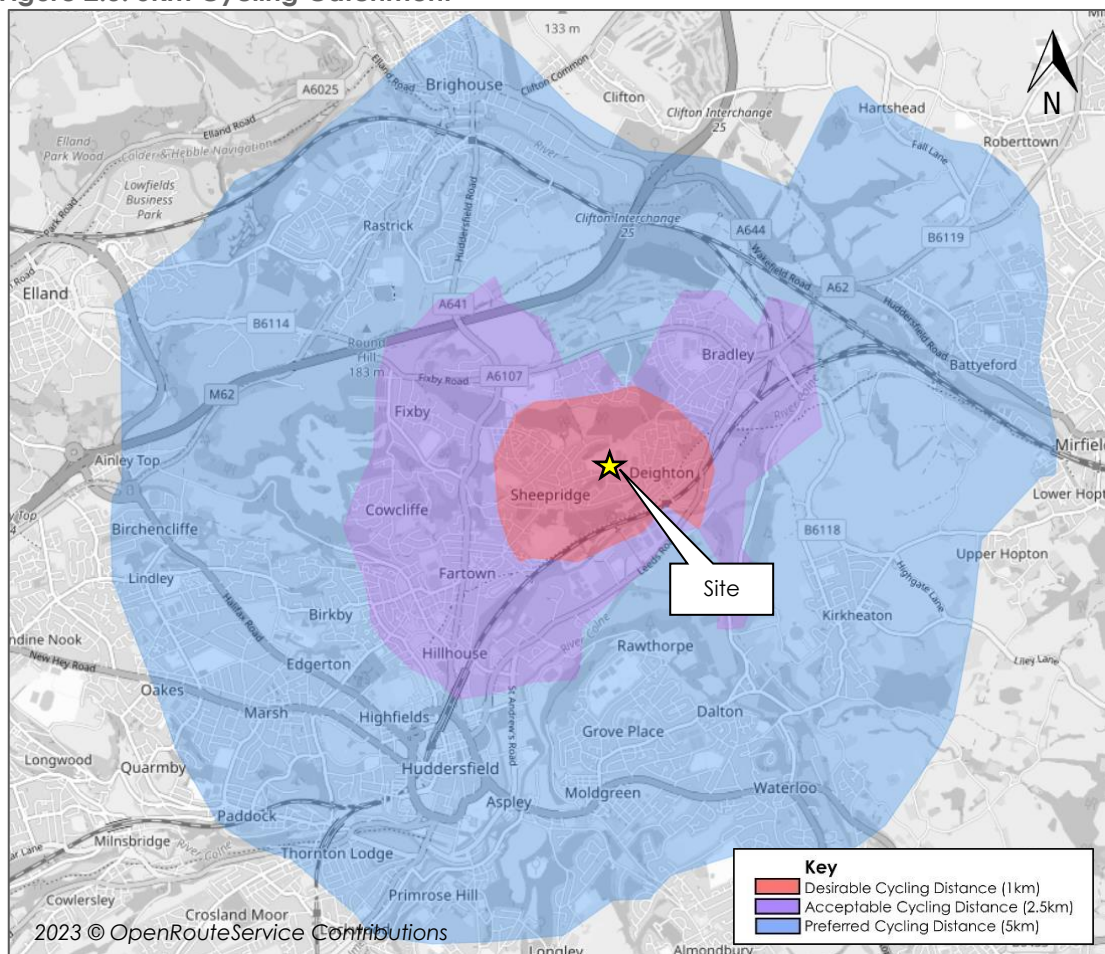
2.6 As shown, the entirety of Deighton is within 1km walking distance of the Site and Sheepridge, Bradley and Fartown are within 2km. As such, staff and pupils without mobility impairments living within these areas will have the opportunity to walk to and from the Site and will be supported by the sustainable travel measures proposed as part of this TP.

- 2.7 In the immediate vicinity of the Site there is a footway provided on both sides of Deighton Road.
- 2.8 PRow (no. HUD 37/40) runs across the northern boundary of the site, providing access from Crawthorne Crescent to PRow (no. HUD 37/10) to the west of the proposed site and north of Christ Church CE Academy.

Cycling

- 2.9 Local Transport Note (LTN) 1/04 states that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.
- 2.10 **Figure 2.3** shows a 5km cycling catchment from the Site.

Figure 2.3. 5km Cycling Catchment



- 2.11 As shown, several settlements are within cycling distance of the Site, including Deighton, Sheepridge, Huddersfield and Brighouse.

Public Transport

Bus Services

- 2.12 In relation to bus accessibility, CIHT's 'Buses in Urban Developments, January 2018' publication, recommends that the maximum walking distance to 'single high-frequency routes (every 12 minutes or better)' should be 400m. For less frequent bus routes, the maximum recommended walking distance is 300m.
- 2.13 Two bus stops are located on Deighton Road close to the proposed access to Deighton SEMH School, approximately 40m (westbound) and 120m (eastbound) walking distance from the proposed access. These stops provide access to the B10 and K60 eastbound and westbound services.
- 2.14 **Table 2.1** below summaries the frequencies of the services available from the Deighton Road stops.

Table 2.1. Deighton Road Bus Service Frequencies

Service Number	Route	Eastbound Frequency Monday to Friday	Westbound Frequency Monday to Friday
B10	Huddersfield - Rastrick	08:09 (Only runs on Mondays and Fridays)	-
K60	Huddersfield – All Saints College	08:13 (Term time only)	-

Source: <https://www.bustimes.org>

- 2.15 As shown, the Site is served by two bus services within the vicinity of the proposed access, which has limited-service frequencies.
- 2.16 There are additional bus stops provide, which slightly exceeds a 400m walking distance of site, with #328 provided from Ridding Road, which is approximately 450m to the south-east of the proposed site and provides a service every 15 minutes to Huddersfield and Bradley.

Rail Services

- 2.17 Deighton train station is approximately 850m cycling distance (10 minutes) from the Site, which is within cycling distance for staff choosing to travel by train.
- 2.18 Deighton train station provides the following facilities for passengers:
- 4 secure cycle storage facilities;
 - Public Wi-Fi;
 - Ticket Machine; and
 - Step free access.
- 2.19 The train station provides a number of direct train services, of which the off-peak journey frequencies are highlighted in **Table 2.2** below.

Table 2.2. Deighton Train Station Services

Destination	Frequency			Approx. Journey Time
	Mon to Fri	Sat	Sun	
Leeds	1 per hour	1 per hour	1 per hour	40-50 mins
Huddersfield	1 per hour	1 per hour	1 per hour	5-10 mins

Source: <https://www.northernrailway.co.uk/stations/deighton> (accessed 24/04/2023)

- 2.20 **Table 2.2** shows there are least hourly weekday services to a number of key destinations locally at peak times. Deighton Station therefore provides an attractive option for 'train and cycle' journeys to/from the site.

3. PROPOSED DEVELOPMENT

Development Overview

- 3.1 The proposed development comprises a new SEMH school, which will cater for up to 132 pupils and 99 staff members.
- 3.2 The following provides the operational details of the SEMH School are: -
- 132 proposed pupils.
 - 99 proposed staff members.
 - The school day typically runs from 09:00 to 14:30.
 - The staff working hours of the proposed SEMH School are expected to be between 07:00-18:30.

Vehicular Access

- 3.3 The existing location of the site access off Deighton Road will be maintained.

4. AIMS & TARGETS

- 4.1 This TP targets the travel behaviours of staff and visitors to the school because the majority of SEMH pupils will be transported to and from the Site by minibus and/or private hire vehicles. As a result of this, it is considered that derivation of school trip rates and trip generation using the TRICS database would not be accurate, as standard school travel patterns differ greatly compared to SEMH school travel patterns.
- 4.2 The developing travel patterns and the modal split targets will therefore be determined following analysis of staff travel surveys undertaken within **three months of occupation or the new term starting date in September**. Information from these surveys will inform the targets and potentially the identification of any further measures to be implemented to achieve those targets.
- 4.3 However, in the absence of this information an initial target is defined as:
- 4.4 Staff and visitors (e.g. parents, visiting teachers, cleaners, etc.) should have 100% Travel Plan awareness.
- 4.5 With regard to this target, it is suggested that **within 1 month** after the new term has started, all staff should be aware of the objectives of the TP, how to contact the Travel Plan Co-ordinator (TPC) and be aware that the TPC can advise on alternative travel options for all types of journeys. Visitors should also be aware of their alternative travel options and should be informed prior to their visit.
- 4.6 On completion of the analysis of the initial staff travel surveys, additional targets on modal split should be defined.
- 4.7 It is important that TPs include targets by which they can be monitored and assessed. TP targets typically relate to reducing the level of single occupancy private vehicle use and increase the level of sustainable travel, such as walking, cycling or public transport.
- 4.8 As this TP is related to an SEMH School and targeted towards staff members, ModeShift Stars Business will be used. The measures, targets and actions provided within this TP are aligned with the objectives provided within ModeShift Stars scheme.

5. MEASURES AND INCENTIVES

Introduction

- 5.1 This section details the specific measures and incentives that could be implemented at the proposed SEMH school, in order to build on the good opportunities for sustainable travel amongst staff and visitors. These measures relate to the potential for reducing the need to travel, and where travel is necessary, promoting and increasing travel by walking.

M1: Delivering the Travel Plan

- 5.2 The TPC will be appointed prior to first occupation of the proposed school and will remain in post until five years after full occupation of the development.
- The TPC will prepare a travel welcome pack for staff which will include information on:
 - TP objectives;
 - Description of the role of, and contact details for the TPC;
 - Information relating to walking and cycling routes in the vicinity of the school;
 - Information on public transport services; including routes and timetables; and
 - Information on car sharing.
- 5.3 Visitors will also be aware of the above by including information on noticeboards, emails, website etc.
- 5.4 It is encouraged that the TPC provide copies of the travel packs to each staff member and regular visitors (e.g. cleaners).
- 5.5 To facilitate continued promotion and awareness raising, the TPC should also:
- Encourage the promotion and implementation of the TP, with effective marketing and awareness raising strategies; and
 - Act as a point of contact for all staff and visitors.
- 5.6 The Site is accessible to pedestrian, cycle, and public transport users. Therefore, the Travel Plan will focus on the promotion of the existing travel opportunities to and from the Site. It is essential that the travel opportunities be clearly highlighted and promoted to all employees, in order to allow people to choose alternative modes of travel.

M2: Marketing and Promotion

- 5.7 Measures relating to the provision and marketing of travel information to both staff and visitors could include the following:
- Prospective staff of the school would be informed of the TP as part of the recruitment process. This would be disseminated through informing staff of the

school's commitment to sustainable travel and supplying potential staff with detailed information about local transport facilities.

- A display board would be installed at the building entrance to provide up to date information on the benefits of walking and cycling, including a pedestrian and cycle route map indicating distances to various destinations and up to date public transport information, including routes and timetables. The display board will detail relevant website addresses, including those as detailed in the preceding sections, specific to each mode of travel (prior to occupation).
- A Travel Information Pack will be distributed to all staff, including an introduction to their TPC, walking catchment and cycle maps, bus and train timetables, details of car share schemes, etc (on occupation).
- Travel Information would be provided on the proposed development's website (prior to occupation and updated when required).
- Personalised journey planning will also be considered for all staff that request it (on-going). This would confirm to staff whether they can viably access the site via more sustainable travel modes.
- Every six months, the TPC will liaise with KC to ensure that the pedestrian, cycle and public transport information provided on the display boards and on the leaflets placed in the reception areas is up to date.
- All results and progress should be publicised via the marketing campaigns i.e. newsletter. This helps encourage staff to maintain / take up sustainable travel modes and illustrates how a difference is being made.

M3: Cycling

5.8 The TPC will promote the following measures to encourage staff to cycle to the Site:

- Provide 14 secure cycle parking spaces onsite to encourage cycling to the Site.
- Provide cycle information with maps showing local cycling routes in Welcome Packs or leaflets.
- Investigate the provision of a discount/loan of a bicycle and/or cycle equipment for staff, also investigate a partnership with local cycle shops.
- Investigate providing cycle training for staff.
- Investigate the provision of providing a cycle toolbox with a pump on site to assist with on-site repairs.
- Promote the health benefits of cycling.
- Promote the concept of 'Bicycle User Groups'.
- Promote www.cyclescheme.co.uk.
- Provide details of the following websites in Welcome Packs:
 - i. <http://www.cyclestreets.net> - to plan routes to the site and workout distances, best routes, on and off road routes, health benefits and times for each journey using a bike.
 - ii. Cycle Map: www.sustrans.org.uk.

- iii. KC cycling information: <https://www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx>.
- iv. Love to Ride for cycling rewards and benefits: www.lovetoride.net.
- v. Bike Week for details of the national cycling focus week: <http://bikeweek.org.uk/>.
- vi. Encourage staff to download the following Smartphone Applications, which can assist in planning cycling journeys:



Cycle Streets (<http://www.cyclestreets.net/mobile/>) can be used to plan routes from A to B anywhere in the UK, including the option to select routing mode from beginner to regular commuters.



Map My Ride (<http://www.mapmyride.com/app/>) is similar to the Map My Walk application. It also tracks fitness activities, including distance ridden, route planning and duration.

M4: Walking

5.9 The TPC would encourage staff to walk to and from their home by:

- Promoting the health benefits of walking.
- Encouraging staff to use <https://www.google.co.uk/maps> to plan routes and workout distances and journey times.
- Providing plans of the recommended walking routes to the site.
- Promoting the concept of 'walking buddies'.
- Investigate the provision of providing staff with personal alarms.
- Investigate the provision of providing staff with umbrellas.
- Providing but not limited to details of the following websites in the Travel Welcome Packs:
 - i. Living Streets: www.livingstreets.org.uk/.
 - ii. Walking for Health: <https://www.walkingforhealth.org.uk/walkfinder>.
 - iii. Walk it: <http://walkit.com/>.
 - iv. KC Walking Information: <https://www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx>
 - v. Encourage staff to download the following Smartphone Applications, which can assist in planning walking journeys:



Map My Walk (<http://www.mapmywalk.com/app/>), which is a GPS walking and step tracking application that can help identify a suitable route, including tracking duration, distance, pace and calories burned.



Walkmeter GPS Pedometer (<https://abvio.com/walkmeter/>) can be also used to help plan walking routes with maps, graphs, splits, zones and training plans.

M5: Public Transport

5.10 Discounted bus tickets could possibly be arranged with local bus operators to encourage staff to travel by bus. In addition to the above offer, the TPC would:

- Provide an updated summary of local bus services and train services in the Travel Welcome Packs.
- Provide staff with sources of up-to-date public transport services, timetable and ticketing information.
- Promote the following websites which can be used to plan journeys to/from the site by public transport:

i. arrivabus.co.uk

ii. traveline.info

iii. www.nationalrail.co.uk

- The following public transport applications would be also promoted to staff:



The official Traveline GB application, which include live bus times, route explorer, journey planning and many other services (<https://itunes.apple.com/gb/app/traveline-gb/id948642078?mt=8>)



The official Trainline application, which provide live journey times, duration, offers, instant ticket purchase and many other services (<https://itunes.apple.com/gb/app/trainline-uk/id334235181?mt=8>)

M6: Car Sharing

5.11 The TPC would also encourage staff to car share by providing the following information in the Travel Welcome Packs:

- The following benefits of car sharing will be promoted:
 - i. Financial benefits – such as fuel and mileage savings.
 - ii. A reduction in the number of vehicles on the roads, resulting in less pollution and congestion.
 - iii. A useful contribution towards reducing the need for parking spaces.
 - iv. Provides social benefits.
 - v. Reduces the need for a private car.

- The following websites would be also promoted to staff:
 - i. KC Lift Shares: <https://liftshare.com/uk/community/kirklees-metropolitan-council-carshare?pathinfo=register>

- ii. The following car sharing applications would be also promoted to staff:



The Liftshare application, which has to date over 400,000 Liftshare members (<http://blog.liftshare.com/app>)



BlaBlaCar – Trusted Ridesharing (<https://www.blablacar.co.uk/apps-mobile>)

- To encourage car sharing incentives such as coffee mornings to match partners will be investigated.

M7: Shower Facilities

- 5.12 There will be shower rooms to encourage staff to walk/cycle to work.

M8: Emergency Lift Home

- 5.13 For staff who chose to walk/cycle/car share, an offer of an emergency lift home scheme will be investigated.

M9: Electric Vehicle Charge Points

- 5.14 The proposals will provide 6 car parking spaces with EVCP facilities and 6 mini-bus parking bays, with EV charging points available.
- 5.15 **Table 5.1** provides a summary of these measures along with designated responsibility and timescales for implementation.

Table 5.1. Timescales for Initiatives

Measure	Description of Initiative	Action By	timescale
M1 & M2: Delivering the Travel Plan & Marketing and Promotion	Appointment of Travel Plan Coordinator to oversee the implementation and ongoing development of the Travel Plan.	Developer	Prior to first occupation
	Prepare Travel Information Packs.	Travel Plan Coordinator	Prior to first occupation
	Provide information on school noticeboards/email/webpage etc on how to access the site by sustainable means.	Developer	Include in Travel Packs
	Ensure Staff/Visitors are aware of the health and fitness benefits of walking via websites and active promotion. This will be in the form of leaflets in the Welcome Pack.	Travel Plan Coordinator	Include in Travel Packs
	Encourage Staff/Visitors to access the site via sustainable modes for viewings.	Developer	Include on Webpage
M3: Cycling	The provision of 14 secure cycle parking spaces onsite.	Developer	Prior to first occupation
	Promote/Encourage staff to cycle to Site through the Welcome Pack	Travel Plan Coordinator	Include in Travel Packs

Measure	Description of Initiative	Action By	timescale
	Investigate the provision of a discount/loan of a bicycle and/or cycle equipment for staff, and a partnership with local cycle shops along with providing cycle training for staff.	Travel Plan Coordinator	First occupation
	Investigate the provision of providing a cycle toolbox with a pump on site to assist with on-site repairs.	Travel Plan Coordinator	First occupation
M4: Walking	Promote the Benefits of walking to staff through the Welcome Pack	Travel Plan Coordinator	Include in Travel Packs
	Investigate the provision of providing staff with personal alarms and umbrellas.	Travel Plan Coordinator	First occupation
M5: Public Transport	Investigate discounted bus tickets	Travel Plan Coordinator	First occupation
	Provide summary of local bus services/link and websites to public transport services etc.	Travel Plan Coordinator	Include in Travel Packs
M6: Car Sharing	Make Staff aware of national and local car share matching services. This can be included in the Travel Information Packs.	Travel Plan Coordinator	Include in Travel Packs
	To encourage car sharing, incentives such as, coffee mornings to match partners will be investigated.	Travel Plan Coordinator	First occupation
M7: Shower Facilities	There will be shower rooms provided	Developer	Prior to first occupation
M8: Emergency Lift Home	For staff who chose to walk/cycle/car share, an offer of an emergency lift home scheme will be investigated.	Travel Plan Coordinator	First occupation
M9: EVCP	The proposals will provide 6 car parking spaces with EVCP facilities and 6 mini-bus parking bays, with EV charging points available.	Developer	Prior to first occupation

Summary

- 5.16 The TPC would be responsible for implementing, promoting and monitoring the TP measures and incentives. Specific timescales and indicators to measure the success of these incentives would be undertaken as part of an action plan, which is produced to monitor the implementation process of the TP.

6. MONITORING & REVIEW

Implementation

6.1 As part of the implementation and monitoring the TPC should:

- Oversee the development, promotion and implementation of the TP;
- Act as a point of contact to all staff and visitors requiring information;
- Represent the 'human face' of the TP – explaining the purpose and the opportunities on offer, including the travel welcome packs;
- Co-ordinate the necessary data collection exercise required to develop the TP;
- Co-ordinate the monitoring programme for the TP;
- Take a key role in the review of the TP;
- Liaise with sales and marketing staff regarding the TP, so that they can promote it as a positive extra benefit for new staff and visitors;
- Encourage the continued promotion of the TP following occupation;
- The TPC will also answer any questions that parents, staff or visitors might have, and obtain feedback.

6.2 The early period of TP development and implementation should cover the construction period, once the new term has started, and the first monitoring and review periods of the plan. This period is the most crucial in terms of ensuring that the measures are actively implemented, and thus allowing a culture orientated towards sustainable travel to develop from the outset. As a result, the majority of measures detailed in the TP are 'short term', to be implemented prior to, or within three months of the first term starting date in September.

Travel Modal Split Surveys

6.3 Initial staff and visitor baseline travel surveys would be undertaken within three months of occupation or the new term starting date in September.

6.4 Paper copies of the surveys will be provided to staff and visitors.

6.5 The surveys would have multiple choice answers and ask questions in relation to home postcode, main mode of travel to the school that day, main reason for using that mode, and what would encourage them to use an alternative mode.

6.6 The results of the surveys would be collated by the TPC and presented in a short report to KC for discussion and agreement, within one month of the surveys being undertaken. The surveys will identify the baseline targets, at which future targets can be set to increase travelling to the school by walking, cycling, car sharing and/or public transport. The setting of any new or altered targets will be first agreed with KC prior to the inclusion in the TP.

- 6.7 Further annual surveys will be undertaken to determine the progress in achieving the stated TP targets. The TPC would seek to gain a +50% response rate for staff. Visitors would be provided with a short summary travel information sheet requesting essential basic information relating to their travel habits.

Monitoring

- 6.8 The majority of measures to reduce car use, and promote walking, cycling, public transport, and car sharing will be in place prior to, or early in September. This will allow people to assess the potential to travel by alternative modes of travel and allow a sustainable travel culture to emerge from the outset.
- 6.9 In order to monitor the TP, it is suggested that travel surveys to be undertaken in September once the new term has started. The surveys would determine the travel patterns at the school, the uptake of any measures and incentives proposed in the TP and help identify any further measures that need to be investigated and implemented.
- 6.10 The TPC shall prepare an annual report on the operation of the TP and shall include details of the travel survey, which will be submitted to KC.
- 6.11 Any revisions made to the TP as a result of the monitoring (such as revised targets, or new measures that will be provided), should be agreed with KC and recorded as an amendment to the TP.

7. SUMMARY & CONCLUSIONS

- 7.1 BWB has been appointed by Frank Shaw Associates Limited to prepare this Travel Plan to accompany the planning application for an educational development site on the land to the north of the Deighton Road.
- 7.2 This Travel Plan contains a set of recommendations for the necessary aims, objectives, targets and measures to reduce the number of single occupancy car trips generated by the proposed development and increase the number of pedestrian, cycle and public transport trips. It also includes proposed methods for implementing and monitoring travel patterns and updating the Travel Plan report over a five-year period.
- 7.3 The main target of this Travel Plan is to make staff and visitors aware of the Travel Plan and its aims in order for them to consider the impacts of their travel choices to/from the proposed development. This will be achieved by disseminating travel information on noticeboards, emails or online.
- 7.4 The Travel Plan monitoring process will incorporate the collation of a variety of data in order to confirm progress on travel modal splits, the uptake of proposed initiatives and other transport related issues at the site raised by staff and visitors.
- 7.5 The school should appoint a Travel Plan Coordinator to manage the promotion, implementation of measures and monitoring of the Travel Plan. An Action Plan will be produced by the Travel Plan Coordinator and will include details of the key milestones of the Travel Plan over the five-year framework and the persons responsible for each of these actions.
- 7.6 This Travel Plan should be considered a live document that is constantly evolving in accordance with the opportunities and constraints that arise of the initial five-year monitoring period. As such, the targets, measures and incentives are open to be revised and updated as necessary, but any significant changes must be agreed with KC and reported in the Annual Monitoring Report.
- 7.7 Beyond the initial five-year Travel Plan monitoring period, a Steering Group could be established to continue the Travel Plan process as they see fit to ensure opportunities to promote and increase sustainable travel access are maximised.

APPENDICES

APPENDIX 1: Proposed Site Layout Plan



The use of drawings by the Customer acts as an agreement to the following statements. The Customer must not use the drawings if it does not agree with any of the following statements:

All drawings are based upon site information supplied by third parties and as such their accuracy cannot be guaranteed. All features are approximate and subject to clarification by a detailed topographical survey, statutory service enquiries and confirmation of the legal boundaries. Do not scale the drawings. Figured dimensions must be used in all cases. All dimensions must be checked on site. Any discrepancies must be reported in writing to Colour-UDL before proceeding. All drawings are copyright protected. Refer to full Terms & Conditions at www.colour-udl.com

- KEY**
- Site Boundary
- SOFTSCAPE**
- Existing Trees (RPZ dashed)
 - Existing Trees to be removed
 - Proposed Trees
 - Hedgerow Planting
 - Ornamental Shrub Planting
 - Native Shrub Planting
 - Wildflower Meadow Seeding
 - Wetland / Pond Margin Seeding
 - Woodland Undergrowth Seeding
 - Grazing Pasture Seeding
 - Amenity Grass Seeding
 - Reinforced Grass Turf
- HARDSCAPE**
- Retaining Wall (refer to Engineer's details)
 - 2.0m high Freestanding Wall (refer to Engineer's details)
 - Slab Paving
 - Blacktop Tarmac
 - Coloured Tarmac
 - Wet Pour Safety Surface
 - Timber Decking
 - MUGA Sports Surface
 - Permeable Paving
 - Reinforced Gravel
 - Seating
- FENCING**
- 3.0m Closeboard Vertical Featheredge Fencing
 - 3.0m Rebound Weld Mesh Fencing
 - 2.4m Anti-climb Weld Mesh Fencing
 - 1.8m Anti-climb Weld Mesh Fencing
 - 1.5m Anti-climb Weld Mesh Fencing
 - 1.5m Galvanised Wire Mesh Fencing to Goats Enclosure (75-150mm mesh size)
 - 1.5m Galvanised Wire Mesh Fencing to Chicken Run (25mm mesh size)
 - 1.1m Galvanised Wire Mesh Fencing to Pigs Enclosure (75-150mm mesh size) with electr. pasture tape to bottom
 - 1.1m Timber Picket Fencing to Veg. beds with 600mm high rabbit-proof wire netting
 - 1.1m Cleft Chestnut Fencing

31	Revised Substation location	21.09.23	TK	-
Rev	Amendments	Date	Drwn	Chkd

Project
Joseph Norton Academy, Deighton

Drawing Title
General Arrangement Plan
Landscape Layout

Project No. 2352	Scale @ A2 1:500	Project Status For Planning
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