

PROPOSED EXTENSION OF GATLEY PRIMARY SCHOOL

Travel Plan

Prepared on behalf of:



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1.0 INTRODUCTION

1.1 Preamble

- 1.1.1 AXIS has been appointed by Gatley Primary School to provide highways and transport advice in relation to the proposed extension of Gatley Primary School on Hawthorn Road, Gatley in Stockport.
- 1.1.2 The relevant Local Planning Authority (LPA) and Local Highway Authority (LHA) is Stockport Metropolitan Borough Council (SMBC),
- 1.1.3 The site location is shown on **Plan 1.1**.

Plan 1.1 – Site Location



- 1.1.4 The site currently accommodates the existing Gatley Primary School building, car parks, playground and playing field.

- 1.1.5 There are currently a total of 450 pupils aged 4-11 enrolled at the school. This includes 3 reception classes (30 pupils per class) and 2 classes per year between Years 1 and 6 inclusive (360 pupils). A nursery is also based on the site which offers nursery places for up to 40 children.
- 1.1.6 A total of 56 staff members are employed at the site, of which 35 work full-time and the remaining 21 work part-time.
- 1.1.7 The development proposals comprise the extension and internal reconfiguration of the school to accommodate 5 additional classrooms.
- 1.1.8 The proposed development would facilitate the school to expand from a two-form entry to a three-form entry and offer 630 pupil places. This equates to an increase in 180 pupils aged between 4 and 11 (an additional class of 30 pupils from Year 1 to Year 6 inclusive).
- 1.1.9 This Travel Plan (TP) has been produced to propose measures that can be implemented to encourage staff and pupils to reduce the number of single-occupancy car trips and maximise the use of sustainable travel, such as walking, cycle, public transport, car sharing and using the walking chaperone scheme.

1.2 Report Structure

- 1.2.1 Following this introductory section, the structure of this report is as follows:
- **Chapter 2** sets out the current accessibility of the site with reference to accessibility by foot, cycle and public transport;
 - **Chapter 3** provides details of existing sustainable travel measures implemented by the school;
 - **Chapter 4** provides a summary of the travel habits of staff and pupils and provides modal shift targets;
 - **Chapter 5** provides a description of the proposed Travel Plan measures to reduce use of the single occupancy car; and
 - **Chapter 6** provides the method through which the Travel Plan will be monitored and reviewed;
- 1.2.2 This TP can be read in conjunction with the submitted Transport Assessment (TA) that has been produced as an accompanying document to the planning application.

2.0 ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

2.1 Introduction

2.1.1 This chapter considers the current accessibility of the site, focusing on the levels of pedestrian, cycle and public transport facilities available for staff and pupils.

2.1.2 Gatley Primary School is considered to benefit from a number of locational characteristics which assist in encouraging trips to/from the development to be made by a range of sustainable, alternative travel options to the private car.

2.2 Accessibility on Foot

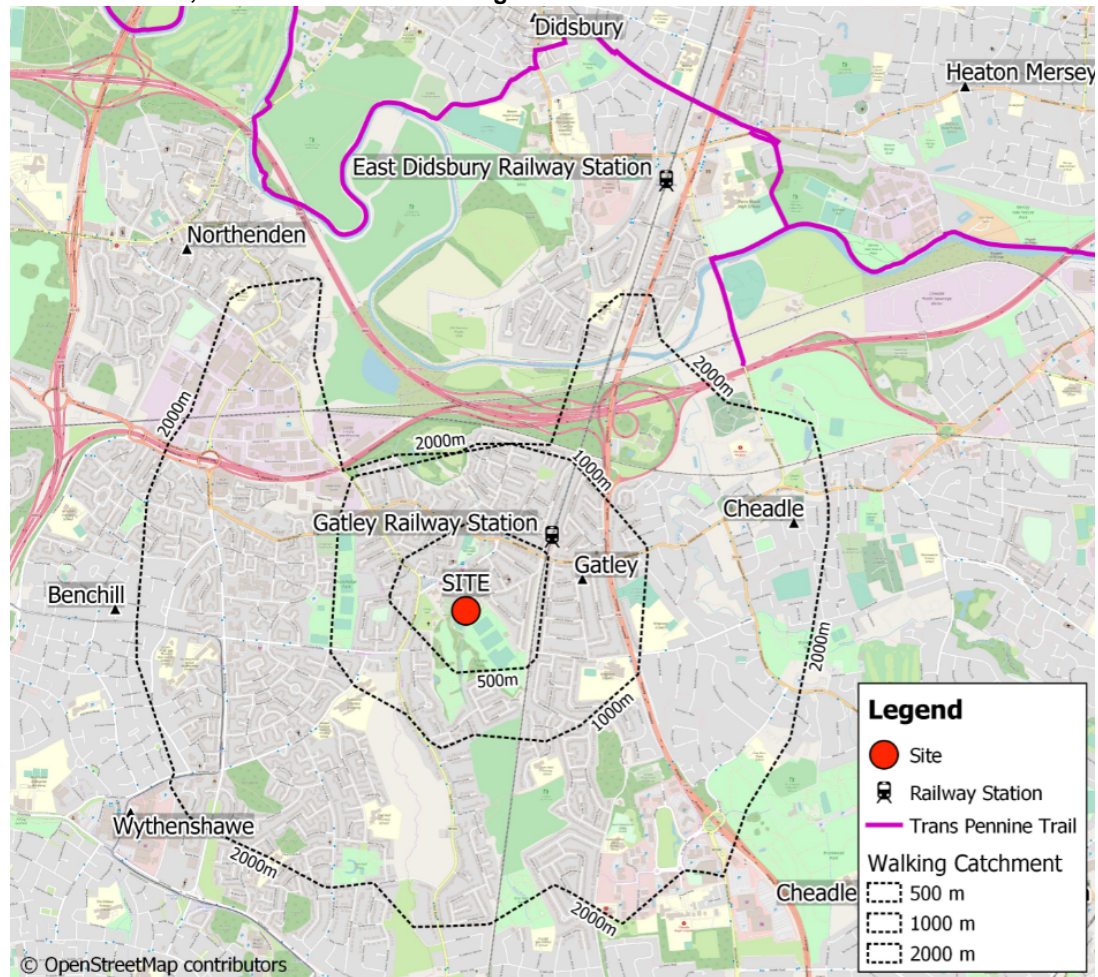
2.2.1 The Chartered Institution of Highways and Transportation (CIHT, formerly the IHT) in their document “Providing for Journeys on Foot” identifies that although acceptable walking distances will vary between individuals and circumstances (i.e. Age of pupils), for commuting / school / sightseeing trips, the following walking distances are considered to be acceptable:-

Table 2.1 – CIHT Acceptable Walking Distances for School / Commuting / Sightseeing Trips

Threshold	Walk Distance (m)
Desirable	500m
Acceptable	1,000
Preferred Maximum	2,000

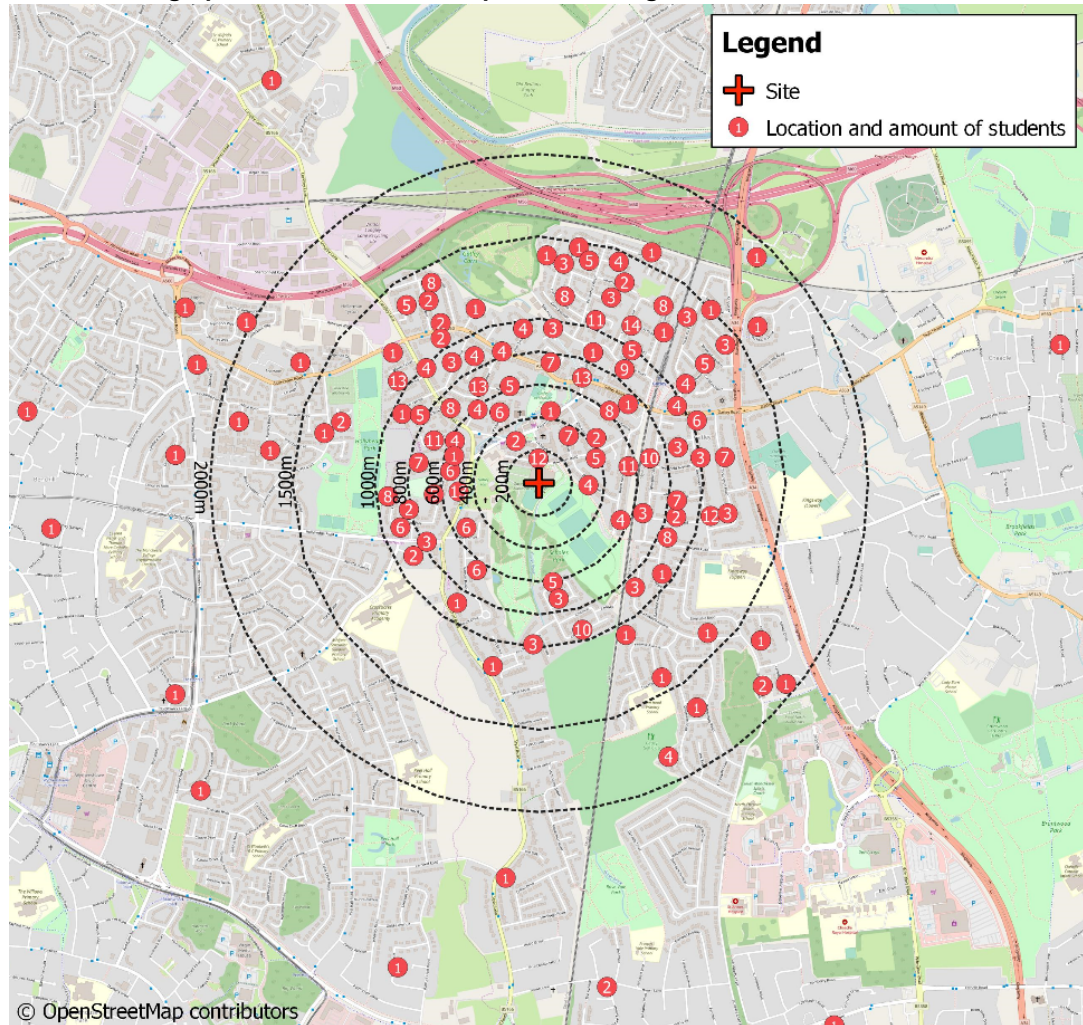
2.2.2 With regards to the above, **Plan 2.1** illustrates the relevant walking catchments from the centre of the site.

Plan 2.1 – 500m, 1000m and 2000m Walking Catchment



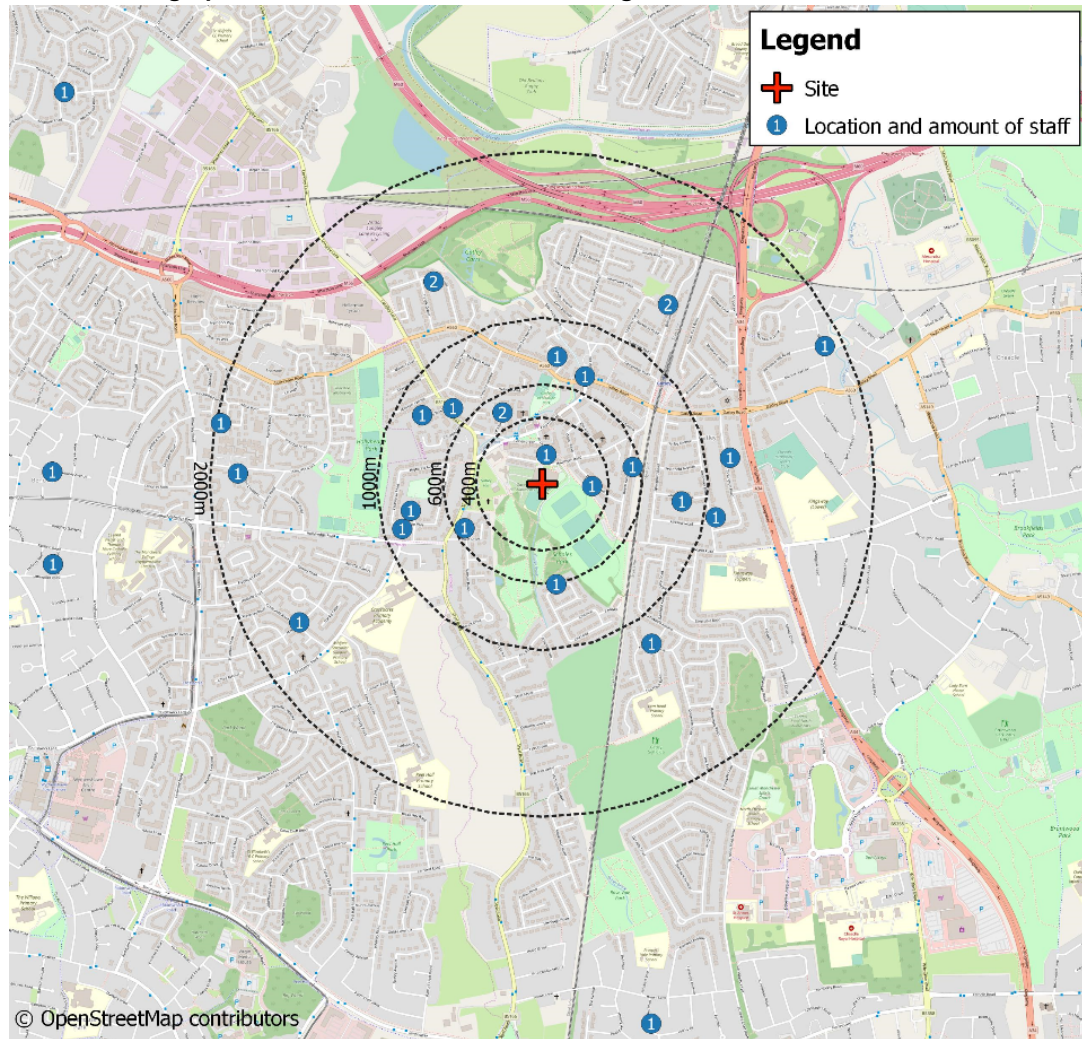
- 2.2.3 **Plan 2.1** shows that a large area of Gatley, including Gatley Railway Station, are located within a 1km catchment of the school and the 2km catchment incorporates the eastern section of Benchill and parts of Cheadle.
- 2.2.4 The home postcodes of staff and pupils have been plotted on mapping to display the geographical spread of pupils and staff in relation to the school up to a distance of 2000m away. **Plan 2.2** illustrates the distribution of pupils and **Plan 2.3** illustrates the distribution of staff.

Plan 2.2 – Geographical Distribution of Pupils' Home Origins



- 2.2.5 The data indicates that 91% of pupils (447) live within a 1.5km radius of the school, and 67% of pupils (299) live within a 1km radius. As such, the majority of pupils live well within the preferred maximum walking distance, many of whom also live within an acceptable walking distance, in accordance with the CIHT guidance (**Table 2.1**).

Plan 2.3 – Geographical Distribution of Staff Home Origins



2.2.6 The data indicates that out of the 56 staff members, 25 (45%) live within a 2km radius of the school.

2.2.7 It is considered that opportunities to access the site on foot from the key local residential areas are enhanced through the provision of high-quality pedestrian infrastructure and pedestrian-friendly TROs on the local highway network, which include, although not exclusively, the following:

- 20mph speed limit along Hawthorn Lane;
- Provision of footways and street lighting on all local roads;
- Church Road, which is located to the north of the application site, provides a range of pedestrian crossing infrastructure in the form of pedestrian refuges and toucan crossings;

- Signalised pedestrian crossings on Church Road to the north east of Elm Street, on Styal Road, south of Church Road, on Gatley Road east of Church Road and another on Gatley Road between Oakfield Avenue and Springfield Road; and
- A public footpath abuts the site to the east which provides a connection between the site and the residential land uses located to the east of the application site.

2.2.8 Based on the evidence presented above, the site is considered to be highly accessible on foot for both existing and prospective staff and pupils. This is also supported by the 42% of existing pupils and 37.5% of staff travelling to the school on foot (see **Chapter 4**).

2.3 Accessibility by Cycle

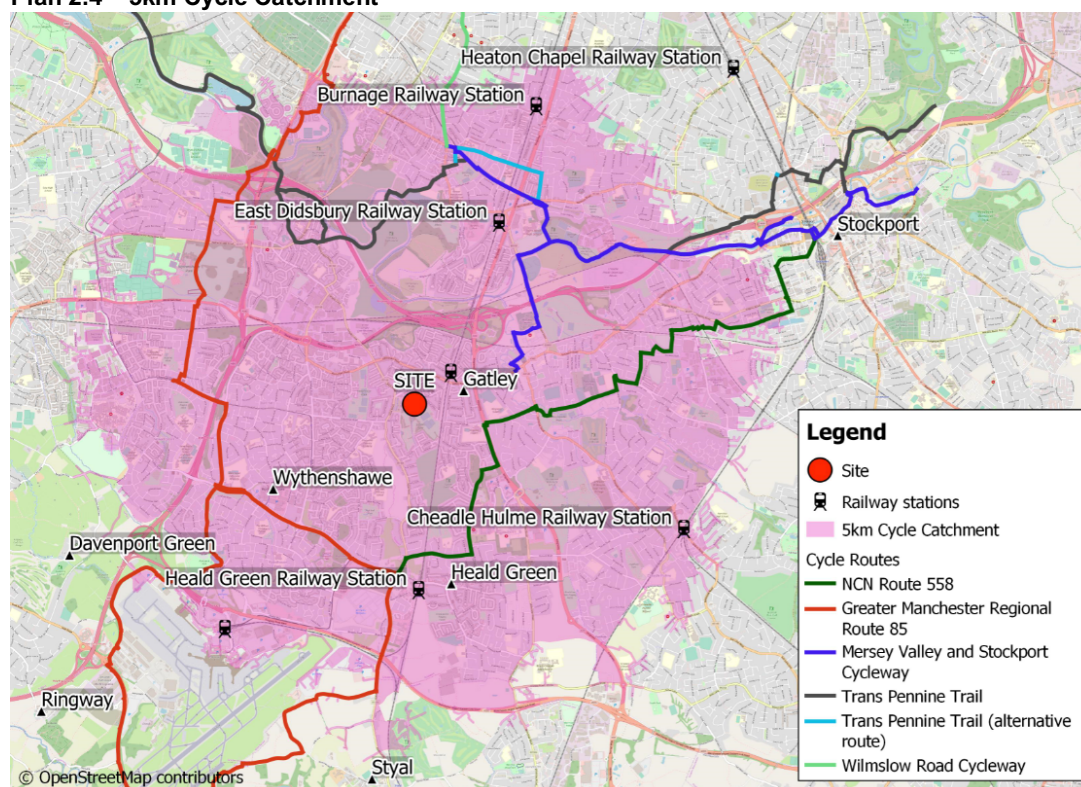
2.3.1 The results of the travel surveys (see **Section 3.3**) demonstrate that the majority of staff and pupils access the school on foot or by car. There is however an opportunity for the site to be accessed by bike.

2.3.2 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.

2.3.3 This is considered to be applicable for staff trips, however the distances over which primary age pupils would cycle to school are likely to be similar to the walking distances set out in **Table 2.1**.

2.3.4 Notwithstanding this, **Plan 2.5** illustrates the 5km cycle catchment from the centre of the site to demonstrate the accessibility of the site by cycle.

Plan 2.4 – 5km Cycle Catchment



- 2.3.5 **Plan 2.4** demonstrates that the site is located within a 5km cycle distance of all of Gatley in addition to Heald Green, Cheadle Hulme and East Didsbury, amongst others.
- 2.3.6 The plan also demonstrates that there are a number of national and regional cycle paths within the vicinity of the site including, for example, National Cycle Route 558. This route is located approximately 2.2km to the east of the school and provides for longer cycle journeys with a mixture of on-road and off-road routes to destinations such as Cheadle Hulme, Stockport and Heald Green.
- 2.3.7 In addition, 4 railway stations are also located within the 5km cycle catchment, therefore providing the opportunity for staff to access the site via a multi-modal journey by rail and cycle.
- 2.3.8 It is recognised that cyclists generally require wide streets with slow traffic speeds and shallow gradients. The school is well located to encourage trips to be made by bike by both staff and pupils given that the surrounding area is relatively flat. Also, the school is located within a 20mph zone and the majority of the wider highway network is subject to a speed limit of 30mph.

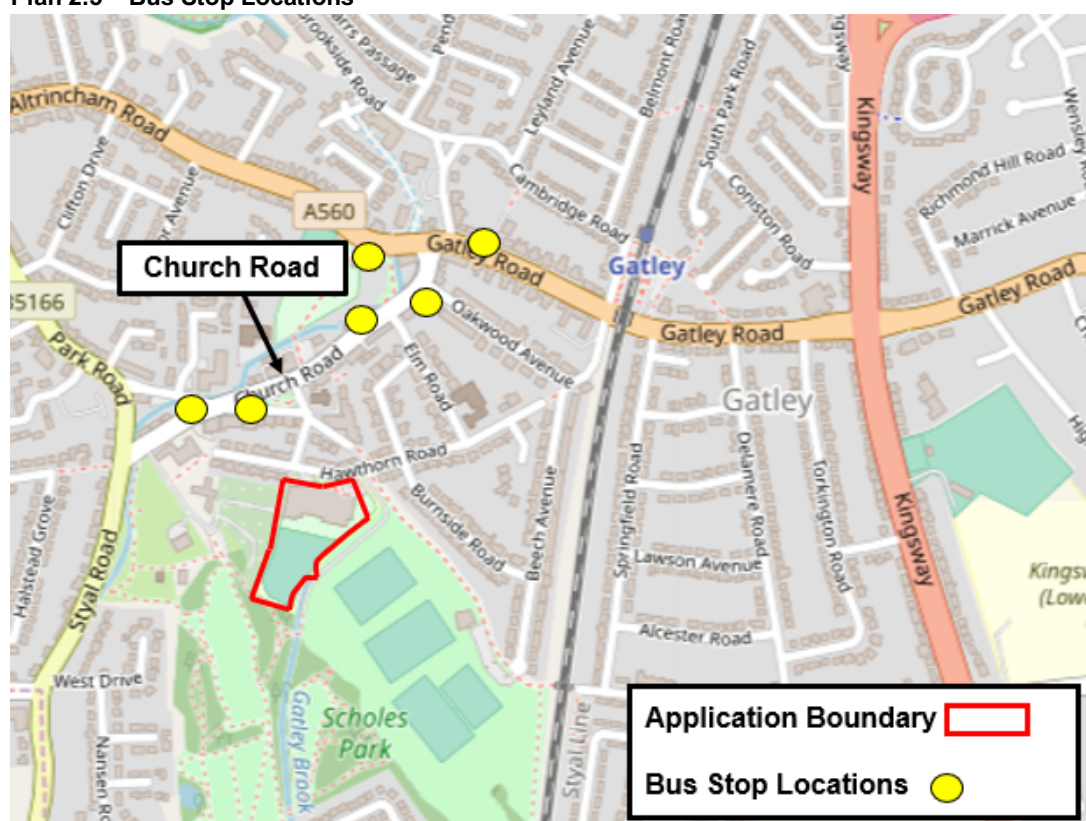
- 2.3.9 The local highway network therefore provides conditions which are conducive to cycling and this therefore provides a realistic alternative to the private car for journeys made to / from the site.

2.4 Accessibility by Public Transport

Bus Accessibility

- 2.4.1 Guidance from the CIHT document “*Guidelines for Planning for Public Transport in Development*” recommends that the walk distance for a new development should ideally be 300m, or a maximum of 400m. The bus stops nearest to the site are situated circa 230m from the application site and are therefore well within the CIHT’s lower 300m walk distance threshold, as shown on **Plan 2.5**.

Plan 2.5 – Bus Stop Locations



- 2.4.2 The bus stops are therefore within reasonable walk distance and are accessible to / from the site by high quality pedestrian infrastructure which surrounds the application site including footways, street lighting and pedestrian crossing points.

- 2.4.3 **Table 2.2** details the public services that operate at the bus stops along Church Road, including their frequencies.

Table 2.2 – Bus Services and Frequencies along Church Road

Service Number	Route	Frequency of Bus Service		
		Monday - Friday	Saturday	Sundays
11	Stockport – Altrincham	Every 15 minutes	Every 15 minutes	Every 30 minutes

- 2.4.4 **Table 2.2** shows that one public bus service operates from the closest bus stop to the site and provides a total of 4 services per hour to a range of destinations including Stockport and Altrincham via Cheadle, Gatley, Wythenshawe, Newall Green and Timperley.

Accessibility by Rail

- 2.4.5 Gatley Railway Station is located approximately 550m from Gatley Primary School and is therefore within reasonable walking distance.
- 2.4.6 The station provides services to Manchester Airport and Crewe every hour and to Manchester Piccadilly approximately every half an hour. The station also provides services to/from Liverpool Lime Street.

2.5 Accessibility Summary

- 2.5.1 Based on the evidence above, the site is well located to encourage trips to be made by alternative modes of travel to the private car.

3.0 EXISTING SUSTAINABLE TRANSPORT MEASURES

3.1.1 The following chapter provides a review of the existing measures that are currently implemented by the school with regards to promoting alternative modes of travel to the private car.

3.2 Sustainable Area

3.2.1 As discussed in Chapter 2, the school currently benefits from a high level of pedestrian accessibility, with 37.5% of staff and 42% of pupils already accessing the site by foot. Similarly, there is a high level of cycle accessibility in the surrounding area, with 7% of pupils accessing the site by cycle.

3.3 Clubs and Activities

3.3.1 The school operates a number of extracurricular activities, including an on-site and an off-site breakfast club.

3.3.2 **Table 3.1** sets out the extra-curricular activity clubs that are held at the school, alongside the attendance figures.

Table 3.1 – Extra-Curricular Activities

Day	Time	Activity	Attendance
Monday	8:15-9:00am	Boomwhacking	24 children
	3:30-4:30pm	Football	12 children
	3:30-4:30pm	Makaton	12 children
	3:30-4:30pm	Lego	20 children
Tuesday	8:00-9:00am	Sensory Sports	9 children
	3:30-4:30pm	Drama	11 children
	3:30-4:30pm	Netball	22 children
Wednesday	8:00-9:00am	Table tennis	25 children
	3:30-4:30pm	Choir	65 children
	3:30-4:30pm	Computer club	24 children
Thursday	8:00-9:00am	Dodgeball	28 children
	3:30-4:30pm	Mini sports	25 children
	3:30-4:30pm	Shadow boxing	12 children
Friday	8:00-9:00am	Dodgeball	14 children
	3:30-4:30pm	softball	24 children
	3:30-4:30pm	football	22 children
Average Attendance per day		Before School	20
		After School	50

3.3.3 **Table 3.1** demonstrates that on an average day, 20 pupils attend the before school extra-curricular clubs and 50 pupils attend the after-school clubs.

3.3.4 A summary of the average daily attendance of the extended childcare provision and extra-curricular activities is set out in **Table 3.2**.

Table 3.2 – Average Daily Attendance of Extended Day Childcare Provision and Clubs

Club	Start / Finish Time	Average Daily Attendance	Proportion of total pupils (%)
Extra-Curricular Club (Before School)	Start between 08:00 and 08:15	20	4.4%
Extra-Curricular Club (After School)	Finish at 16:30	50	11%
School Breakfast Club	Starts at 07:30	26	58%
Afterschool Childcare Provision	Finished at 17:45	32	71%
Off-Site Breakfast Club	Starts at 07:30	30	6.6%
Off-Site Afterschool Club	Finishes at 18:00	32	71%
Total	Before School	76	17%
	After School	112	25%

3.3.5 The staggered school start/finish time, in addition to the operation of extended school day provision results in a less concentrated pattern of pick-up and drop-off movements at the school than might otherwise be the case.

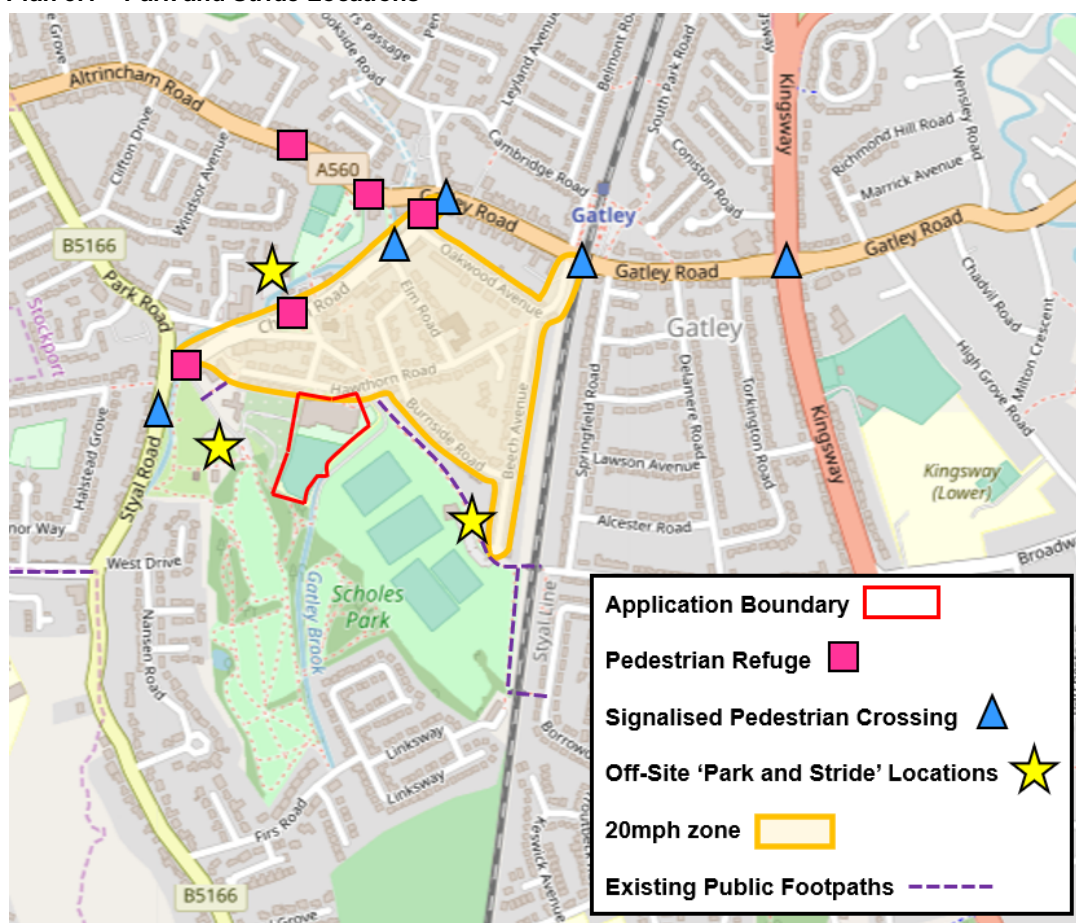
3.3.6 These facilities thereby reduce the demand for on-street parking in the vicinity of the site and provide a more pedestrian and cycle-friendly environment during the beginning and end of the school day.

3.4 'Park and Stride' / Chaperone Service

3.4.1 Gatley Primary School currently operates a 'chaperone service' scheme which has been in operation since September 2019. This enables parents to drop off their children at a designated off-site car park where the children will then be walked to school as part of a chaperone service. Alternatively, parents can walk their children to school, and this is referred to as the 'park and stride' scheme.

3.4.2 **Plan 3.1** shows the location of the 'Park and Stride' car parks in the area as well as key existing pedestrian infrastructure within the vicinity of the application site.

Plan 3.1 – Park and Stride Locations



- 3.4.3 The pavilion car park is located to the southeast of the application site and has the capacity to accommodate some 54 cars in addition to 4 accessible bays. There are currently 36 parents/pupils using this site. The car park contract with SMBC is renewed on an annual basis.
- 3.4.4 On Wednesday 18th March, a second base location became operational from the car park at Gatley Hill Field which is located to the southwest of the application site. There are currently 24 parents/pupils using this off-site car park.
- 3.4.5 A third base location became operational on 1st September 2020 at Bethany Church located to the north of the application site. This facility is provided to the school on a termly rental agreement and is automatically renewed. Currently, there are 16 parents/pupils using this site.
- 3.4.6 These schemes successfully promote multi-modal trips to be made by car/foot, with 13% of students taking part in either scheme in the morning and 7% of students taking part after school.

- 3.4.7 Pursuant to the Schools' absolute commitment to continuity of the Park & Stride/Chaperone Service, relationships with the School's partner sites will be nurtured and arrangements reviewed at least annually to ensure continuity of the Service. This will be undertaken as part of the School's annual review of its Travel Plan. At the same time the School will establish contingency arrangements including the identification of potential alternative sites for the Service to mitigate the risk of the partner site(s) becoming unavailable for any reason in the future. The School gives its firm undertaking that it will always use its best endeavours to ensure continuity of the Service. This will include, as required, the engagement of suitable agents/consultants to help identify and assess the suitability of alternative sites.

3.5 Cycle Facilities

- 3.5.1 The school hosts school cycle days in which pupils are provided guidance on cycling safety and the benefits to cycling.
- 3.5.2 The school currently features a covered and secure cycle parking area with a capacity of 19 cycles. An additional 60 cycle capacity storage area is also provided within the school's internal quadrangle, which is utilised to accommodate overspill cycle parking demand during school cycle days.
- 3.5.3 For staff wishing to use the above cycle facilities, shower / changing facilities are currently provided within the school Nursery.

3.6 Walking to School

- 3.6.1 91% of pupils live within a 1.5km radii from the school, of which 67% of pupils live within a 1km catchment of the school. As such, the majority of pupils live within the preferred maximum walking distance, many of whom also live within an acceptable walking distance (the basis of this calculation is provided in the School's Transport Assessment, Doc Ref: 2058-01-TA02, April 2020).
- 3.6.2 Opportunities to access the site on foot from the key local residential areas are enhanced through the provision of high-quality pedestrian infrastructure on the local highway network.

- 3.6.3 In addition to Park and Stride Locations, Plan 3.1 above also shows the key existing pedestrian infrastructure within the vicinity of the School. Please also see Plan 1.1 – Site Location. The site is highly accessible on foot for both existing and prospective staff and pupils. This is supported by the high proportion of existing pupils and 37.5% of staff travelling to the school on foot.

3.7 Parking

- 3.7.1 The School has provided a total of 29 car parking spaces. There are 20 spaces at the eastern car park that are designated for use by staff and 9 spaces at the western car that are available to parents/guardians as a drop-off and pick-up location for the nursery. Additional staff parking is available off site at the Pavilion and Gatley Hill Community Centre.
- 3.7.2 Both car parks can be accessed via the school's main vehicular access points off Hawthorn Road.
- 3.7.3 Whilst provision exists for nursery children parents/guardians there is no general parking provision within the school for other pupils drop off and pick up purposes, except in exceptional circumstances where prior arrangement has been made with the school. Parents/guardians should utilise kerbside parking within the vicinity of the site and the car parking areas that the school has established and are available for chaperone/park and stride purposes. The use of the off-site parking areas is strongly encouraged to reduce traffic movements around the school, minimise highway safety risk and for the safety of children and to reduce the risk harm to air quality.
- 3.7.4 Any other visitors to the site are able to utilise parking within the school grounds dependant on availability.

4.0 INITIAL TRAVEL RESEARCH AND MODAL SHIFT TARGETS

4.1 Introduction

4.1.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, baseline travel patterns have been established through travel surveys.

4.1.2 The following chapter provides a breakdown of the existing modal split for both pupils and staff and provides target modal splits for this 5-year plan.

4.2 Pupils

4.2.1 The modal splits for pupils have been established with a 'hands up' survey. The results of the survey are shown in **Table 4.1**.

Table 4.1 – Current Pupil Modal Split

Mode	Travel to School	Travel from School
On foot	42%	60%
Car	38%	28%
Bicycle/Scooter	7%	6%
Bus	>1%	0%
Chaperone or 'Park and Stride Scheme'	13%	6%
Total	100%	100%

4.2.2 The survey data presented in **Table 4.1** gives an indication of the modal split at the site without the influence of new TP measures.

4.2.3 The survey data shows that in the morning, around 38% of trips are undertaken by car, 42% of pupils travel by foot, 7% of pupils travel by bicycle or scooter and 13% of pupils make use of either the chaperone or park and stride schemes. After school around 28% of trips are undertaken by car, 60% of pupils travel by foot, 6% of pupils travel by bicycle or scooter and 5% of pupils make use of either the chaperone or park and stride schemes.

4.2.4 It should be acknowledged that the baseline figures in **Table 4.1** indicate that the school is generally already operating in a sustainable manner from a transport / travel perspective.

- 4.2.5 Whilst this should be celebrated as a positive aspect of the school and their existing measures / efforts, it does mean that the potential to significantly improve the number of journeys made by sustainable travel modes further still may be more limited than might otherwise be the case, say for example in comparison to another school which is not already operating as favourably. Nonetheless, using the baseline figures as a starting point, **Table 4.2** below provides a set of pupil-based mode shift targets to aim for that could be achieved by implementing new measures within this TP:-

Table 4.2 – Pupil TP Targets

Mode	Travel to School	5 Year Target	Modal Shift	Travel from School	5 Year Target	Modal Shift
On foot	42%	44%	+2%	60%	62%	+2%
Car	38%	31%	-7%	28%	23%	-6%
Bicycle/ Scooter	7%	9%	+2%	6%	8%	+2%
Bus	>1%	2%	+1%	0%	1%	+1%
Chaperone or 'Park and Stride Scheme'	13%	15%	+2%	6%	7%	+1%

4.3 Staff

- 4.3.1 The current modal split for staff has been established through a questionnaire undertaken by the school. The results of the survey are included in **Appendix 1** and summarised in **Table 4.3**.

Table 4.3 – Staff Modal Split

Mode	Modal Split
On foot	38%
Car	58%
Train	4%
Cycle	0%
Total	100%

- 4.3.2 The survey data presented in **Table 4.3** gives indication of the modal split at the site without the influence of new TP measures. The survey data shows that 58% of trips are undertaken by car with the remaining 42% of staff being undertaken by sustainable travel modes (i.e. on foot and by train).

- 4.3.3 Using the figures in **Table 4.3** as a baseline, **Table 4.4** gives an example of the staff modal shift that could be achieved by implementing new measures within this TP:-

Table 4.4 – Staff TP Targets

Mode	Modal Split	5 Year Target	Modal Shift
On foot	38%	40%	+2%
Car	58%	53%	-5%
Train	4%	5%	+1%
Cycle	0%	2%	+2%

5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

- 5.1.1 As set out in **Chapter 3**, the school has already implemented a number of travel initiatives and measures. The school is committed to the continuing development of its sustainable travel initiatives.
- 5.1.2 This chapter sets out the proposed and ongoing measures that will be implemented to encourage sustainable travel in the future and ensure that the TP objectives are achieved.
- 5.1.3 These measures have been developed with reference to the parent and pupil travel survey which has been undertaken in order to identify key issues in the current provision of sustainable travel options. The results of the survey are included in **Appendix 2** to the rear of this report.

5.2 Aims and Objectives

- 5.2.1 The headline aim of the TP for staff is to reduce the proportion of single occupancy car trips. For pupils it is to encourage the use of non-car modes or use measures that limit the pressure for on-street parking in the streets surrounding the school.
- 5.2.2 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the site, and include:
- Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
 - Improve the travel options for staff and pupils;
 - Minimise incentives for private car use and maximise incentives to use sustainable alternatives;
 - Promote and raise awareness of the benefits of healthier and more environmentally friendly travel; and
 - Ensure all staff and pupils are aware of the TP and its purpose.

5.3 Travel Plan Co-ordinator

- 5.3.1 A Travel Plan Co-ordinator (TPC) has been selected to oversee the implementation of this Travel Plan.
- 5.3.2 The TPC for the school is Mrs T. Payton (higher level teaching assistant), who will act as a liaison point for any issues relating to the TP. This will include liaising with the LHA and public transport operators. SMBC and any other key stakeholders will be informed to any changes in staff or change of TPC.
- 5.3.3 In terms of the roles and responsibilities, the TPC is expected to:
- Administer/manage the TP and liaison with the LHA to implement the plan;
 - Ensure travel awareness amongst future employees and pupils;
 - Provide a point of contact and travel information;
 - Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
 - Ensure the availability of the most up to date travel information including details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site;
 - Provide a point of contact with transport operators and the LHA / LPA; and
 - Coordinate the travel surveys and monitor targets;

5.4 Measures to Encourage and Promote Sustainable Travel

Information

- 5.4.1 All staff and pupils would be made aware of the existence of the TP and its aims. Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes and so the TPC will be fundamental to the implementation and success of the TP.
- 5.4.2 The TPC will provide information relating to sustainable travel on a Travel Plan Noticeboard which is to be provided in an accessible, highly visible area of the school.
- 5.4.3 Information provided to employees and pupils through the TP noticeboard, school website, prospectus and leaflets is to include:

- Up to date public transport timetables, services and information;
- Promotion of the other measures set out in this TP, such as the 'Park and Stride', 'Walk Once a Week' and 'Cycle Once a Week' schemes;
- Promotion of sustainable travel campaigns such as details on walking initiatives e.g. "walk your way to health" (www.whi.org.uk), cycling and national cycle week (www.sustrans.org.uk, www.bikeweek.org.uk) and national lift share day (www.liftshare.org/nlsd.asp); and
- Sign up sheets to arrange car sharing for staff;

Park and Stride

- 5.4.4 The school intends to further promote its 'Park and Stride' and chaperone schemes through which pupils are dropped off at car parks at Gatley Hill and Scholes Field and complete their journey to school with parents and teachers as guides.
- 5.4.5 The schemes are well supported by parents, with 57.9% of parents indicating that they would let their children use a chaperone service and 10% of parents open to volunteering to assist in the scheme, suggesting a strong buy-in from parents and pupils.
- 5.4.6 The use of these services will be reinforced with a prospectus and road safety charter that will be delivered to the families of new and prospective pupils.

Walk Once a Week Scheme

- 5.4.7 A 'Walk Once a Week' scheme is proposed, encouraging pupils to travel to school by foot at least once weekly. The scheme will be promoted through the school website and parent emails as well as within the school via the TP noticeboard and flyers.
- 5.4.8 This scheme showed strong support in the parent and pupil travel survey, with 63% of parents with children that do not already walk to school at least once a week supporting the proposal.
- 5.4.9 The scheme will be supported by an increased focus on the 'Park and Stride' and chaperone service schemes and discussions with SMBC to provide infrastructure to prevent dangerous parking in the vicinity of the site.

Combat Dangerous Parking

- 5.4.10 The presence of cars parked around the school has been identified as a core barrier to cycling and walking, with 9.9% of parents identifying this as the main reason not to allow their children to cycle to school.
- 5.4.11 The school continues to operate a close relationship with the Gatley Village Partnership in order to monitor and discourage inappropriate parking in the area.
- 5.4.12 Discussions are to be held with SMBC to investigate the feasibility of new signs, dropped kerbs and pencil bollards to further dissuade on-street parking in the vicinity of the site.

Potential TRO Amendments

- 5.4.13 The accompanying TA identifies the potential to deter the ability to park near the school by implementing an extension to the single-yellow line waiting restrictions on Hawthorn Road.
- 5.4.14 It is considered that the potential to remove on-street parking along this section of Hawthorn Road during school drop-off and pick-up times would be of benefit to the safety of schoolchildren and would also benefit the amenity of the residents of the properties fronting this section. If the LHA considers that this measure would be worthwhile, the applicant would be willing to fund the progression of the TRO amendment which seeks to secure the waiting restriction extension.

Promote Cycling

- 5.4.15 Attention is drawn to Plan 2.4, above (Section 2.3). There are a number of national and regional cycle paths within the vicinity of the site and the local highway network provides conditions which are conducive to cycling and this therefore provides a realistic alternative to the private car for journeys made to / from the site. In addition, 4 railway stations are also located within the 5km cycle catchment, therefore providing the opportunity for staff to access the site via a multi-modal journey by rail and cycle.
- 5.4.16 The survey identified cycling as a key opportunity area, with 72% of pupils owning a bike and parents demonstrating an understanding that there are a number of benefits to cycling.

- 5.4.17 The survey did, however, identify a number of barriers to cycling, with busy roads (19.4% of parents of children that do not cycle to school), there being too many cars parked around the school (9.9%) and there being nowhere to store bikes (8.4%) most frequently identified as reasons not to cycle.
- 5.4.18 In response to the above, it is proposed that a 'Cycle Once a Week' scheme will be implemented by the TPC, with 35.9% of parents supporting this option and 28.3% of parents supporting the option for when their children are older. The scheme would be promoted on the school website and with posters and leaflets available from within the school.
- 5.4.19 Free fluorescent clothing will be provided to frequent staff and pupil cyclists in order to promote safe cycling and encourage nervous cyclists.
- 5.4.20 In addition to the existing 19 cycle parking spaces, covered and secure parking for 42 bicycles and 20 child scooters will also be provided for use by staff, visitors and pupils to cater for the anticipated increase in travel by cycle / scooter brought about as a result of this Travel Plan. Details of the additional cycle and scooter parking are set out in **Table 5.1** below: -

Table 5.1 – Cycle / Scooter Parking

Item	Length	No. of Cycle Parking Spaces	No. of Scooter Parking Spaces	Details / Specification
Kimmeridge Cycle/Scooter Shelter	4m	6	10	https://www.shelters4less.co.uk/Shelters-Walkways-Canopies/Cycle-Shelters/Canterbury-CycleScooter-Shelter-Bundle
	4m	6	10	
Canterbury Shelter	6m	18		https://www.shelters4less.co.uk/Shelters-Walkways-Canopies/Cycle-Shelters/Canterbury-Cycle-Shelter
	4m	12		
Total		42	20	

Car Sharing

- 5.4.21 The employee travel survey (see **Appendix 1**) indicates that the large majority of employees travel to work in a single occupancy car, with only 7.1% of respondents travelling by car with another member of staff.

- 5.4.22 A car sharing scheme will be arranged and implemented by the TPC, with a matching service to identify employees who can travel together. Alternatively, staff will be encouraged to investigate other car sharing options (where practical, dependent on staff shift times) including national car share websites such as www.liftshare.com or www.nationalcarshare.co.uk.
- 5.4.23 On-site car parking spaces identified with an “S” will be designated for car-sharing staff. A register is held to ensure car-sharing staff are prioritised for on-site parking. This register is reviewed and updated termly.
- 5.4.24 The key benefits of the car sharing scheme are sevenfold and these benefits will be communicated to staff by the TPC through the TP noticeboard and via email:
- Reduced travel costs;
 - Reduced congestion;
 - Reduced pollution;
 - Reduced carbon emission; and
 - Being social with co-workers;
- 5.4.25 This measure is viewed favourably by employees, with 93.3% indicating that they would be willing to car share.

6.0 TRAVEL PLAN MONITORING & REVIEW

6.1 Introduction

6.1.1 The monitoring and review programme is designed to generate information with which the TP can be evaluated, revised, developed and improved, over an initial 5 year period.

6.1.2 The TPC will be responsible for the monitoring and review of the TP, including the undertaking of travel surveys on a yearly basis. The TP monitoring will involve yearly review of modal shift targets set out in **Chapter 4** and the action targets set out below. The first review will be in March 2022. Reviews will be conducted annually thereafter.

6.2 Travel Plan Targets

6.2.1 The overarching objective of the TP is the reduction of single occupancy car travel, however in accordance with best practice guidance on the preparation of TPs, targets have been set against which the efficiency of the plan can be measured.

6.2.2 The action targets for the development are set out in **Table 6.1**.

Table 6.1 - Action Targets

Action	Target Date
Appoint TP co-ordinator and inform SMBC of contact details	Prior to operation
Ensuring that all new staff at the application site are fully appraised of the Travel Plan	As part of formal staff induction procedures.
Provide up to date transport information and timetables on the travel plan noticeboard	Immediately upon opening
Implementing 'Walk Once a Week' and 'Cycle Once a Week' schemes	Within 1 month of opening
TPC to discuss installing infrastructure to prevent dangerous parking with SMBC	Within 3 months of opening
Provision of additional covered and secured cycle and scooter parking (see Table 5.1 above)	Immediately upon opening
Increase staff awareness of showering, changing and cycle storage facilities via formal induction process.	Immediately upon opening
Conduct travel questionnaire	March 2022 and every Spring thereafter

6.3 Plan Review

- 6.3.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.
- 6.3.2 Although the database will be kept up to date throughout the year, the re-issue of the travel questionnaire (every Spring) will provide the opportunity to gather new information regarding employee and pupil attitudes to travel and on the modal split compared to the previous years.
- 6.3.3 A periodic review report will be produced summarising the results since the previous review. The report will also incorporate the results of the ongoing monitoring throughout the preceding period.

APPENDIX 1 – STAFF TRAVEL SURVEY

APPENDIX 2 – PARENT AND PUPIL TRAVEL SURVEYS