

St Wilfrid's RC College

Proposed School Extension

Transport Statement and Travel Plan on behalf of St Wilfrid's RC College

November 2020

MILESTONE TRANSPORT PLANNING

St Wilfrid's RC College – Proposed School Extension

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1. Introduction & Background

1.1 This Transport Statement and Travel Plan (TS/TP) has been prepared by Milestone Transport Planning Ltd (MTP) on behalf of St Wilfrid's RC College ('the school') to consider the highways and transport implications of a proposed extension to the main school building.

1.2 The extension comprises a two-storey classroom and dining room extension to increase the capacity for pupils at the school. The dining room would be situated on the ground floor, along with two classrooms, with a further four classrooms located on the first floor.

1.3 At present, the academy has seven year groups, aged 11-18, with 1,311 pupils on the roll. The development would facilitate the increase the published admission number (PAN) to 250, with a capacity of 1490 pupils, including sixth form, i.e. an increase of 179 pupils from current levels., thus meeting the need identified by South Tyneside Council (STC) as education authority.

1.4 The school is located approximately 2.6km south of South Shields town centre and within the suburban area of West Harton. There are a number of educational land uses within an approximate 400m radius of the site, including Ashley Primary School and Park View School to the north. It is worth noting that the former South Shields Community College to the south of the site is no longer operational. The remainder of the local area primarily comprises residential estates and South Tyneside District Hospital, which is located approximately 450m to the south of the school.

1.5 The location of the site is shown in Figure 1 and the local context is shown on Figure 2.

Figure 1 Site Location

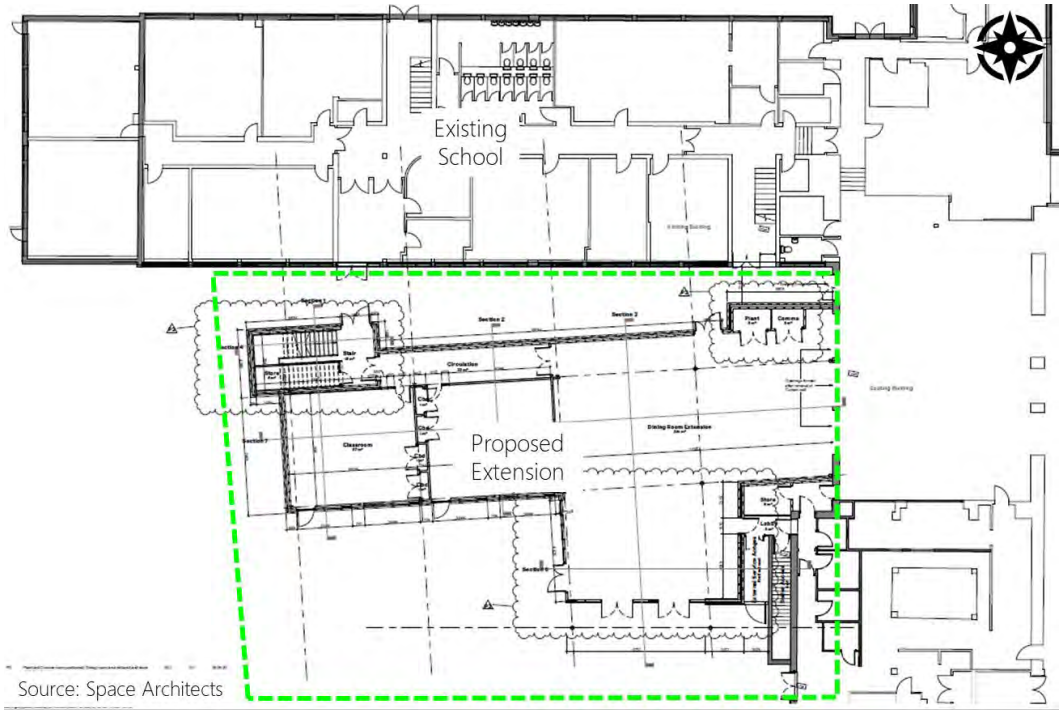


Figure 2 Local Context



1.6 Figure 3 presents an extract of the masterplan for the proposed development, with the full drawing being attached as Appendix 1.

Figure 3 Development Masterplan



Report Structure

1.7 Based upon the scheme details, as proposed, the TS/TP will include the following:

- Details of the site and surrounding area;
- A review of the most recent five years of accident data for the highway network in the vicinity of the site;
- Details of the existing school operations and travel plan;
- A review of site observations;
- Details of the proposed development;
- Consideration of accessibility by sustainable modes of transport;
- A trip generation and impact assessment;
- New Travel Plan measures to be implemented; and
- Summary and conclusions.

2. Baseline Conditions

Site Context

2.1 St Wilfrid's RC College is bounded to the north by Temple Park Road, Ashley Primary School and Park View School & Beacon Centre, to the east by Temple Park Road, to the south by the rear of dwellings on Harton Lane and to the west by allotments to the rear of properties on Ashley Road and a lane which is an extension of Brownlow Road.

2.2 The site is shown in the context of the wider school in Figure 4 and occupies an external area on the west side of the main building. The site is currently occupied by an outdoor seating/ dining area, a bin store, grassed/ planted areas and hardstanding areas including part of a service 'yard' and circulation space.

Figure 4 The Application Site



School Access & Parking Arrangements

2.3 The main vehicular access to the school is from a 'loop road' that connects to Temple Park Road. The loop road is one-way to the east of the vehicular access and is used as a school bus drop-off and pick-up area. There is a secondary vehicular access from Harton Lane, which is used on an occasional basis for parking the school mini-bus and as an access to the site manager's house. There is a further vehicular access from Brownlow Road, via Ashley Road, for servicing and deliveries. The gate on this access is generally closed, with access being obtained via a push button and intercom.

2.4 There are three pedestrian / cycle access points into the school:

- A shared footway / cycleway that runs parallel to the main access road, connecting to a shared footway / cycleway on Temple Park Road;
- A shared footway / cycleway that runs to the east of the school and south of the playing fields, connecting to a shared footway / cycleway at the Temple Park Road / Harton Lane roundabout; and
- A 'shared surface' access on Harton Lane.

2.5 The existing parking arrangements include two car parks to the north of the main school building, providing 111 spaces, including two accessible spaces, and covered parking for 160 cycles. It is worth noting that the provision of 160 spaces is currently slightly over cycle parking requirement, as set out in STC's SPD 6 'Parking Standards' which requires the school to have 155 cycle spaces.

2.6 The location of the site and its position in the highway network is shown in Figures 5 and 6.

Figure 5 Local Highway Network



Figure 6 Local Highway Network – Local Features



Local Highway Network

Temple Park Road

2.7 Temple Park Road runs along the northern and eastern boundaries of the school and is a distributor road that serves multiple land uses, including residential estates, schools and a playing field. The road has a carriageway width of approximately 7.3m, is subject to a 30mph speed limit, has street lighting on both sides of the carriageway, a footway on the north side and a shared footway/ cycleway on the south side.

2.8 There are no parking restrictions along the route, except in the vicinity of the access to the 'loop' road, where there are yellow 'SCHOOL KEEP CLEAR' zig zag markings and 'no stopping' restrictions Monday – Friday from 8am – 5pm.

2.9 There is also double yellow lining in the vicinity of the 'loop' road and in the bell mouths of adjacent residential streets to the north, along with pedestrian guard rail that runs along the south side of the road between the access to the school and the Temple Park Road / Stanhope Road roundabout to the west. There are also vehicle activated speed signs along the route.

2.10 During the morning and afternoon school peak periods, three school crossing patrols operate at the following locations:

- Temple Park Road adjacent to the Reading Road junction;
- Temple Park Road / Harton Lane roundabout – northern arm, and;
- Temple Park Road / Harton Lane roundabout – western arm.

Harton Lane

2.11 Harton Lane runs generally east / west to the south of the school and is a distributor road that is fronted by residential dwellings on both sides of the carriageway. The road has a carriageway width of approximately 10m, is subject to a 30mph speed limit and has footways with streetlighting on both side of the carriageway. The centre of the carriageway is hatched and has a typical width of 1.0m.

2.12 There are 'SCHOOL KEEP CLEAR' zig zag markings adjacent to the shared surface access to the school. To the east, there further 'SCHOOL KEEP CLEAR' markings at the access to the former South Shields Community School, which is understood to be permanently closed, although this access still serves a charitable organisation. In the vicinity of the St Wilfrid's access, there are also 'H-bar' road markings to deter drivers from parking across driveways during the morning and afternoon school peak periods.

Ashley Road

2.13 Ashley Road runs north to south, to west of the school. The road is a residential street with residential dwellings fronting both sides of the carriageway. The road is subject to a 30mph speed limit, has a series of speed humps. There is on-street parking available along the road, some of which is in marked parking bays.

2.14 The vehicular access to Ashely Primary School is located on Ashley Road which has 'SCHOOL KEEP CLEAR' zig zag markings and double yellow lines in the vicinity of its access.

2.15 Brownlow Road connects to Ashley Road and extends east as to the school boundary, where it is the access point to St Wilfrid's RC College for service and delivery vehicles. The access to the school service yard is controlled by a gated access and a buzzer / intercom system.

Road Safety Analysis

2.16 Personal Injury Collision (PIC) data has been assessed based on data from the 'Crashmap' database (www.crashmap.co.uk) for the most recent period available between January 2015 – 2019. The study area for the road safety analysis is illustrated on Figure 7 and includes all roads around the perimeter of the school, including Harton Lane, Temple Park Road, a section of Stanhope Road and Ashely Road.

Figure 7 PIC Study Area



2.17 In total, ten collisions were recorded within the study area, of which, nine were categorised as 'slight' and one as 'serious'. There were no 'fatal' incidents recorded within the study area.

2.18 Seven of the collisions occurred along Temple Park Road, one occurred at the Temple Park Road / Stanhope Road roundabout, one was located at the Temple Park Road / Harton Lane roundabout and one collision occurred at the Harton Lane / Ashely Road / McAnany Avenue staggered junction.

2.19 The PICs are summarised within Table 2.1 and the corresponding PIC data is attached as Appendix 2.

Table 2.1 PIC Study Summary

PIC Ref	Date	Time	Severity	Conditions	Road Type / Speed Limit / Junction	Vehicles Involved	Description
1	March 2015	11:20	Slight	Daylight / Fine / Dry	Rndbt / 30 / Rndbt	Car / Car	V2 held up. V1 collided with rear of V2.
2	March 2016	09:26	Serious	Darkness / Wet / Lit	Rndbt / 30 / Rndbt	Car	V1 lost control and collided with central island.
3	June 2016	11:35	Slight	Daylight / Fine / Dry	Single / 30 / T-junction	Car / Pedestrian	V1 collided with P1 (aged 0-5) crossing at crossing point.
4	Oct 2018	15:20	Slight	Daylight / Fine / Dry	Single / 30 / T-junction	Car / Pedestrian	V1 collided with P1 (aged 11-15) crossing the carriageway.
5	Feb 2016	07:25	Slight	Daylight / Fine / Wet	Single / 30 / T-junction	Car / Car	V1 turned right in front of oncoming V2.
6	Sep 2015	07:20	Slight	Daylight / Fine / Dry	Single / 30 / T-junction	Car / Car	V2 waiting to turn right. V1 collided with rear of V2.
7	May 2019	15:30	Slight	Daylight / Fine / Dry	Single / 30 / N/A	Car / Pedestrian	V1 collided with P1 (aged 11-15) crossing the carriageway.
8	July 2017	12:51	Slight	Daylight / Fine / Dry	Single / 30 / N/A	Car / Car	V1 collided with rear V2 who was in the act of turning left.
9	March 2015	18:20	Slight	Daylight / Fine / Dry	Rndbt / 30 / Rndbt	Motorcycle	It is understood that the rider of M1 became ill.
10	May 2017	12:15	Slight	Daylight / Fine / Dry	Single / 30 / T-junction	Goods Vehicle / Car / Car	GV1 collided with rear of V1, pushing V1 into the back of V2.

2.20 Four PICs involved rear-end shunts and three involved child pedestrian casualties. The remaining three collisions can each be attributed to loss of control, failure to give way and the rider becoming ill, respectively.

2.21 The three incidents involving child pedestrian casualties are summarised as follows:

PIC Reference 3

- June 14th, 2016 – A car was proceeding along the carriageway and collided with a pedestrian, aged 0-5 that was crossing at a crossing facility. The collision resulted in the pedestrian suffering a 'slight' injury and occurred at 11:35 during daylight hours with dry and fine conditions.

PIC Reference 4

- October 1st, 2018 – A car was proceeding along the carriageway and collided with a pedestrian, aged 11-15 that was crossing the road away from a formal crossing facility. The collision occurred at 15:20 during daylight hours with dry and fine conditions.

PIC Reference 7

- May 9th, 2019 – A car was proceeding along the carriageway and collided with a pedestrian, aged 11-15 that was crossing the road away from a formal crossing facility. The collision occurred at 15:30 during daylight hours with dry and fine conditions.

2.22 PIC references 4 and 7 occurred around the end of the school day and involved pedestrians within the ages of those who attend the school. Both collisions resulted in 'slight' collisions and occurred at locations where pedestrians were not crossing at a formal crossing facility.

2.23 It is important to note that the school operates a travel plan which aims to discourage car use and educate pupils on road safety, which is seen as a positive way of reducing the risk of accidents associated with pupil movements. There are also three school crossing patrols in place during the morning and afternoon school periods (two on Temple Park Road and one on Harton Lane) to provide a safe crossing point for pedestrians.

2.24 In summary, the analysis of the PICs for the surrounding highway network has identified ten collisions, which is considered to be within normal expectations when considering the time period and extent of area. The number and nature of incidents recorded is within normal expectations and there are no apparent trends that would raise concern in context of a modest extension to the school, particularly as crossing patrols operate on Temple Park Road to assist pupils crossing.

Pedestrian & Cycle Accessibility

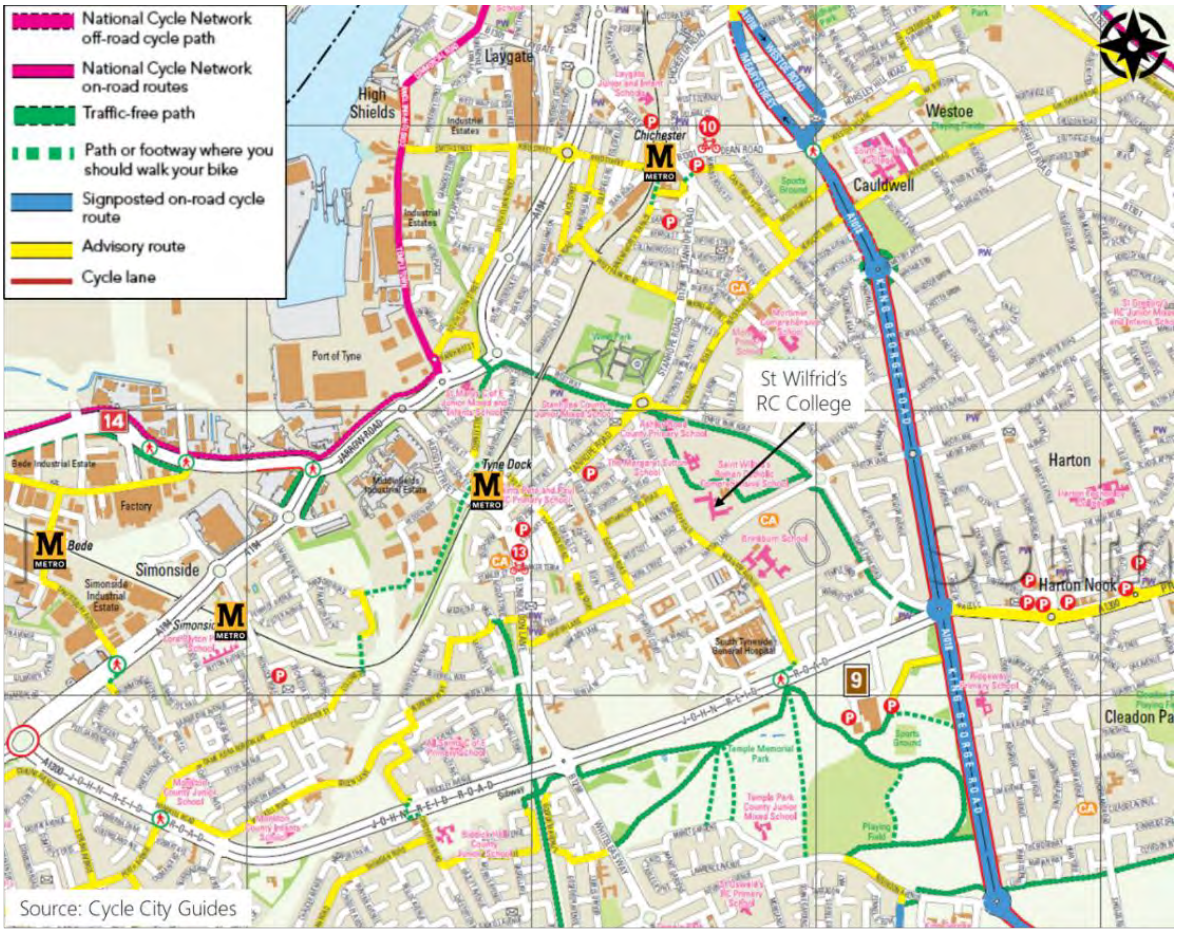
2.25 The Chartered Institute of Highways and Transportation's (CIHT's) publication 'Providing for Journeys on Foot' (2000) states that the average length of a walking journey is 1.0km. It further suggests a preferred maximum walking distance of 2.0km for commuting and school purposes.

2.26 There is a good network of footways on all surrounding roads, offering excellent links to the local residential areas. There are dropped kerb crossing points at intervals along Harton Lane, Temple Park Road and Ashley Road which provide crossing opportunities for staff, pupils and visitors travelling to and from the school.

2.27 As noted previously, there are also three local school crossing patrols in place during the morning and afternoon school peak periods to provide a safe crossing point for pedestrians.

2.28 There is an extensive network of local cycle routes in the vicinity of the school, as illustrated on Figure 8. The cycle network includes traffic-free routes within the school grounds that connect to further traffic-free routes on Temple Park Road and a network of 'advisory' routes in the local area suggested by South Tyneside Council (STC).

Figure 8 Local Cycle Routes



2.29 There are on-carriageway cycle routes along the A1018, a main strategic highway route between South Shields and Sunderland that runs a short distance east of the site and extends through the school catchment.

2.30 In addition to the local cycle routes, the National Cycle Route 'NCR 14' runs to the north-west of the school along the south bank of the River Tyne. Locally, NCR 14 follows a route between South Shields and Consett, passing through Jarrow, Pelaw and Hebburn. NCR 14 can be accessed from the site by using a combination of 'traffic-free' and 'on-carriageway' routes.

2.31 In summary, there are number of recommended routes for cyclists throughout the surrounding area for use of both staff and pupils at the school.

2.32 Overall, the school is well located to promote both walking and cycling from the surrounding residential areas.

Public & School Transport Accessibility

2.33 The nearest bus stops are located on Temple Park Road and Harton Lane.

2.34 Scholars buses can utilise the loop road to access stops at the school gate during the school peaks. There are further service bus stops approximately 450m walking distance from the main school building. The eastbound bus stop is situated on carriageway and the westbound stop is located within a lay-by. Both bus stops have a shelter, timetable and a flag sign.

2.35 Temple Park Road is served by commercial services 5, 12, 26 and school services S525 and S812.

2.36 The bus stops on Harton Lane are both located on-carriageway, approximately 250m from the school and have a timetable and a flag sign. These stops are served by Services 5, 12, 26, 516 and S525.

2.37 Table 2.2 provides a summary of the bus services.

Table 2.2 Summary of Local Bus Services

Route	Morning - Friday / N.o.S	Route
5	06:02 – 23:57 / Up to 3 per hour	South Shields – Boldon Colliery - Fellgate - Jarrow
12	06:30 – 22:45 / Up to 2 per hour	South Shields - South Tyneside Hospital - The Lonnen
26	06:31 – 23:51 / Up to 3 per hour	Jarrow - South Leam - South Tyneside Hospital - South Shields
516	08:53 – 16:58 / Up to 1 per hour	South Shields – Marsden – Harton Nook – Harton Moor
S525	08:10 and 15:20	Jarrow – Brockley Whins – Simonside – Harton Moor – St Wilfrid's
S812	08:25 and 15:20	Bolden Colliery – Cleadon Park – Harton Moor – St Wilfrid's

2.38 All four commercial services provide a sustainable link to the local and wider catchment area. Services 5, 12 and 26 provide a realistic travel choice for both pupils and staff, with Service 516 also having the potential to attract visitors during the school day. The provision of two scholars services also provide an attractive mode of transport for pupils during the morning peak period.

2.39 Overall, the school is very accessible by buses that can pick-up and drop-off pupils near the school gate.

2.40 The closest metro station is Tyne Dock which is approximately 1.2km walk distance from the school, which is approximately a 15-minute walk.

2.41 Tyne Dock Metro Station is located on the 'Yellow' line which connects the Coast to Newcastle, passing through the main conurbations north and south of the River Tyne. There is a main interchange at Monument in Newcastle city centre to Metro services on the 'Green' line which connects Newcastle International Airport with Sunderland city centre and surrounding suburbs.

2.42 During weekdays, between 07:00 – 19:00, up to five trains per hour travel in each direction from Tyne Dock Metro station. Table 2.3 provides a summary of journey times to key destinations from Tyne Dock station.

Table 2.3 Metro Journey Times to Key Destinations

Destination	Journey Time	Destination	Journey Time
South Shields	4 mins	Jarrow	5 mins
Pelaw	12 mins	Heworth	14 mins
Gateshead	20 mins	Newcastle Central Station	22 mins

2.43 Overall, given the distance from the school, the Metro is unlikely to be a popular mode of transport, but could be helpful to some pupils or staff that live further afield.

2.44 In summary, the school is very accessible by public transport, in particular service buses and scholars buses that pick-up and drop-off near the school gates.

Baseline Summary

2.45 St Wilfrid's RC College is located in a suburban area of South Shields close to residential estates, schools and South Tyneside District Hospital. A primary school and an SEN school are located immediately north of the school.

2.46 The local highway network comprises main distributor roads and residential streets, with a range of measures in place in the vicinity of the school to manage vehicle speeds, prevent vehicles waiting at inappropriate locations on the highway, assist safe crossing by pedestrians and facilitate walking and cycling journeys to school.

2.47 A review of personal injury collisions on the surrounding highway network did not identify and road safety issues that would be of significant concern in the context of the proposed development.

2.48 The school has a main vehicular access from Temple Park Road, where there are also bus stops for scholars bus services. There is also occasional vehicular access from a secondary access on Harton Lane and service vehicle access via Ashley Road. The adjacent primary and SEN schools have their own separate access arrangements.

2.49 There are three pedestrian and cycle accesses, that link to a formal cycle route through the school and surrounding footway/ cycleways on the highway network that extend through the surrounding residential areas.

2.50 The school has on-site parking for 111 cars and 162 cycles.

2.51 An accessibility assessment shows the school is very accessible from the surrounding residential areas on foot, cycle and bus, with the Metro also being within reach.

2.52 Overall, the baseline study shows the school is located in a suburban area and is accessible by all modes of transport. The operational characteristics of the school are discussed in Section 3 of this TS/TP.

3. The Existing School Operation

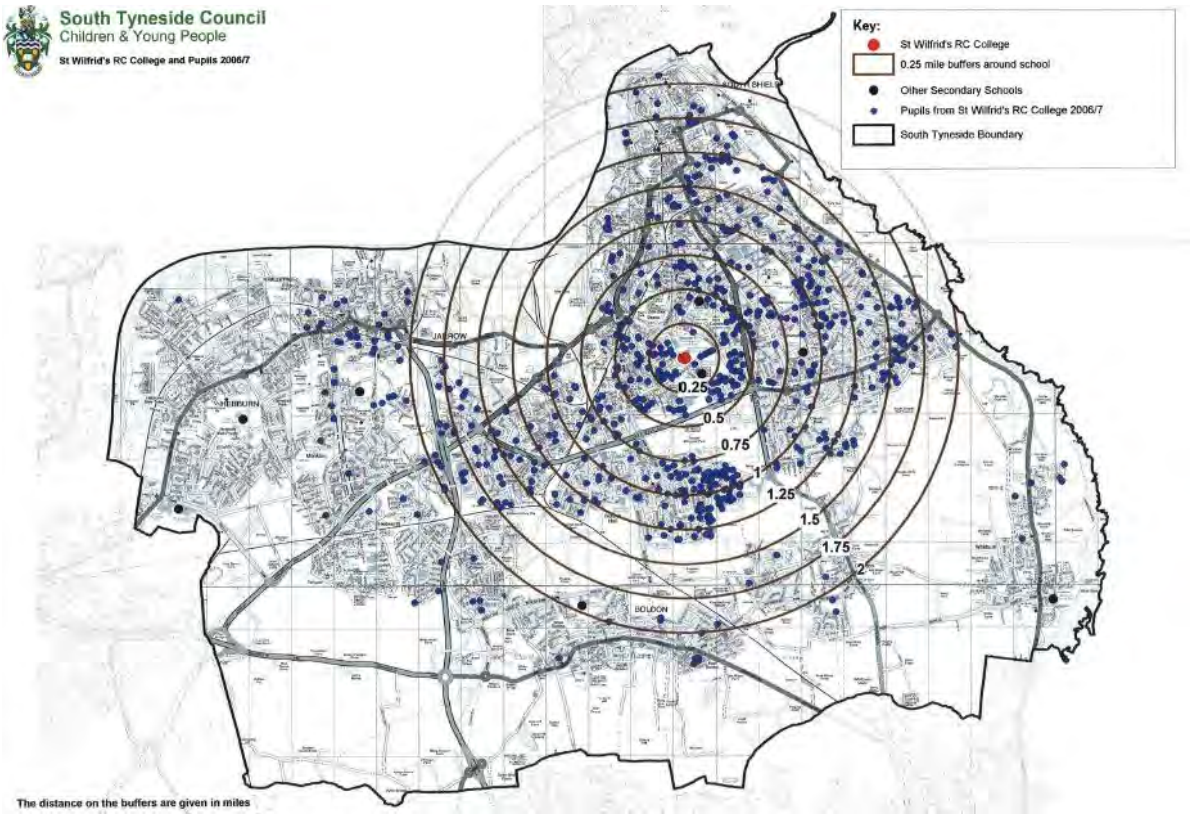
Current Situation

3.1 St Wilfrid's RC College is a Catholic secondary school. The school has a wide catchment covering much of the South Tyneside area, with the main feeder schools being:

- St Gregory's, South Shields;
- St Bede's, South Shields;
- St Peter and Paul's, South Shields;
- St Oswald's, South Shields;
- St Bede's, Jarrow; and
- St Mary's, Jarrow.

3.2 The spread of pupils is shown indicatively on the 2006 location plan that is included within the School Travel Plan, an extract of which is included as Figure 9. This confirms that the bulk of pupils reside within two miles of the school. Beyond this, the largest cohort is in the Jarrow area, just beyond the two-mile perimeter. Almost all pupils reside within a three-mile radius of the school. Although pupil distribution within the catchment varies somewhat year on year, the 2006 plan is considered reasonable as a broad indication of the main areas that pupils would travel from on a day to day basis.

Figure 9 Indicative Pupil Catchment (Based on 2006/7)



3.3 Pupil numbers have steadily increased since 2010, with the school receiving two Outstanding Ofsted inspections in that time and now World Class School status. The school is doubly oversubscribed on an annual basis with over 450 first choice applications each year. In 2017 a new STEM block was completed to help to accommodate the growing numbers.

3.4 Due to the increased popularity of the school the PAN has increased to 250 and this will see the school almost at maximum capacity of 1490 by 2023. Current school numbers are 1311, which are a combination of both St Wilfrids' students from 11-18 and Career College North East students with whom the school works in partnership with Tyne Met college on a blend of vocational and school based education packages.

3.5 The proposed development (described in Section 4) will add classroom and dining space to facilitate the projected pupil growth identified by STC.

3.6 Whilst pupil numbers have grown, the staffing numbers have remained relatively stable and are not projected to increase further in future. The school has 120 staff, comprising:

- 88 Teachers – 84 full-time and 4 part- Time, and;
- 32 Support Staff – 17 full-time, 15 part-time.

Typical Operational Details in Transportation Terms

3.7 The baseline highway, access and parking arrangements in and around the school are set out in Section 2. Typical operational details of the school are summarised below. It is worth noting that some Covid-19 related restrictions currently apply and these are discussed later in this Section in the context of observations made on site.

Hours of opening

- School is open from 08:30 – 15:10 for pupils.
- Breakfast Club is available from 08:00.
- Homework Club, after school clubs and pupil interventions are from 15:10- 16:30.
- Staff are able to access the building from 07:00 to 19:00.
- The site is not open to the public 'out of hours' during the week or at weekends.

Access Arrangements

- Staff, sixth-form pupils and visitors are permitted to bring vehicles onto the school site via the Temple Park Road access, which leads to the main car park.
- The school has a mini-bus, which typically is kept at the rear of the school and accesses via the Harton Lane access. This is also the access to the school manager's house.
- Service and delivery vehicles access from Ashley Road via the Brownlow Road access.
- School buses pick-up and drop-off on the loop road adjacent to the Temple Park Road access.
- Pupils on foot/ cycle/ scooter are allowed to utilise the Temple Park Road access, the Harton Lane access and the access adjacent to the Temple Park Road/ Harton Lane roundabout. All of these accesses offer traffic free routes to the main school buildings.

Car Parking

- As noted above, the school car park is mainly used by staff, with limited use by sixth-form students and visitors.
- There are no formal car parking management measures, although there is the automatic barrier at the main entrance.

Cycle Parking

- The cycle parking on site is available to all pupils and staff.
- The majority of pupils have lockers, which provide for storage of cycling equipment (e.g. helmets).

School Run Pick-up/ Drop-off

- Parents are not generally permitted to enter the school site to pick-up/ drop-off pupils.
- Parent pick-up/ drop-off is on-street or in public parking in the areas.
- It is worth noting that the school is not aware of any significant highway safety or neighbour issues resulting from typical school run activity.

School Travel Plan

3.8 The school operates a formal Travel Plan to encourage sustainable travel, reduce car journeys and improve road safety. The latest (2017) version of the Travel Plan, which was prepared in connection with previous improvements to the school, is included in Appendix 3 for information. Due to the ongoing Covid-19 pandemic, it has not been possible to obtain up to date travel data, however, for assessment purposes, the 2017 data is considered robust as the previous school improvements were anticipated to increase the proportion of pupils travelling sustainably.

3.9 The Travel Plan includes details of 2017 pupil and staff surveys, which showed the following results:

Pupils

- 32% walked to/from school;
- 5% cycled to/from school;
- 33% travelled to/from school by bus;
- 27% travelled to/from school by car; and
- 3% travelled to/from school by other means.

Staff

- 13% walked to/from school;
- 2% cycled to/from school; and
- 2% travelled to/from school by bus;
- 76% travelled to/from school in their own car;
- 4% travelled by car as a passenger; and
- 3% travelled to/from school by other means

3.10 On the basis of these travel survey results, which were compared with longer term trends from previous travel surveys, a number of key objectives, and associated targets and actions to achieve them, were identified. These are set out in detail in the Travel Plan, but broadly comprise:

- Objective – Encourage increased use of bicycles for travel to school
  - Target to increase the proportion of pupil cycling to school from a baseline of 5% to 7% by January 2020.
  - Short term actions include providing advice and information to parents on cycling policies and arrangements, including information in 'arrival packs' for new entrants and encouraging 30 pupils per year to undertake cycle training.
  - Medium term actions are to encourage cycling through information on health, environmental and social benefits.
  - Long term actions are to review cycle parking provision and identify potential improvements to cycle routes around the school.
- Objective – To improve road safety
  - Target (together with the Council) to maintain lower vehicle speeds, rationalise parking, improve crossing facilities in the vicinity of the school and continue with education, training and publicity initiatives, and thus, contribute to the Council's aim of a reduction in killed and seriously injured casualties associated with travel to and from school.
  - Action is to work with the Council to contribute to the road safety objective.
- Objective – Encourage sustainable travel modes
  - Target to increase the proportion of pupils using sustainable travel modes from the baseline of 73% to 78% by January 2021.
  - Short term actions include providing advice and information to pupils and parents on sustainable transport policies and arrangements, including information in 'arrival packs' for new entrants, updating the school website to include information on walking and cycling, encouraging 30 pupils per year to undertake cycle training.
  - Medium term actions are to encourage cycling through information on health, environmental and social benefits, involving pupils in the process of collecting data to inform the Travel Plan and offering public transport passes to staff.
  - Long term actions are to identify potential improvements to pedestrian and cycle routes around the school and identify opportunities to educate pupils on the consequences of their own, and their parents', travel decisions through curricula activities.
- Objective - Reduce car trips and car parking demand
  - Target to reduce the proportion of pupils travelling to or from school from the baseline of 27% to 21% by January 2018. It is worth noting that a more ambitious 10% reduction has been proposed for introduction in the next version of the Travel Plan.
  - Short term actions are to encourage car sharing and explore setting up a car share database.
  - Medium term actions are promotion of sustainable transport methods and the possible expansion of cycle parking.

3.11 The Travel Plan sets out a clear delivery strategy to achieve the objectives and targets, including:

- Appointment of a Travel Plan Co-ordinator;
- Re-establishment of a Travel Plan Working Group;
- Development of an Action Plan;
- Consultation with key stakeholders including;
  - Representatives of the Council;
  - Local ward members;
  - School governors;
  - Teachers;
  - Pupils; and
  - Local residents.
- A framework for ongoing monitoring and review of the Travel Plan in close liaison with representatives of South Tyneside Council.

3.12 Overall, the existing School Travel Plan provides a sound basis, which can be updated following new pupil and staff travel surveys, to account for the proposed extension of the school.

3.13 At the time of preparing this TS/TP, it is not possible to update the travel surveys due to the ongoing Covid-19 pandemic. Therefore, this TS/TP will recommend appropriate actions to be incorporated within an update of the Travel Plan that will be implemented prior to occupation of the proposed development, based on new travel surveys that will provide a basis for updating objectives and targets.

Summary of Site Observations

3.14 A site visit was undertaken on Wednesday 4th November 2020 from 08:00 to 09:30 to review the existing travel and parking situation at the school.

3.15 During the site visit a number of temporary measures were in place to account for the stringent requirements resulting from Covid-19. Those relevant to travel patterns were:

- The Harton Lane entrance was closed for general access, although controlled access via the push button and intercom was still operational;
- 34 spaces in the staff car park, as shown in Figure 10, were cordoned off to provide additional space to manage pupil movements;
- Only Homework Club and pupil interventions took place after the end of the main school day; and
- The timings of the main school day were staggered with the Beacon Centre and Park View schools to dilute peak activity levels during the 'school run' period.

3.16 Other general Covid-19 factors likely to affect the observed travel behaviour would be the lack of any car sharing by pupils (except siblings) and potentially reduced numbers of pupils using school buses due to concerns regarding social distancing, leading to a potential increase in travel by other modes, including car journeys.

Figure 10 Temporary Reduction in Car Parking Capacity Due to Covid-19 Measures



3.17 Based on the above, it is expected that the site observations are likely to have noted higher than normal pick-up/ drop-off activity around the Temple Park Road entrance, although somewhat mitigated by the staggered start and end times with adjacent schools, and reduced activity on Harton Lane.

3.18 The main observations from the site visit are as follows:

- Most pupils walking and cycling used the main Temple Park Road access and the access at the Temple Park Road/ Harton Lane roundabout. A small number of pupils were also observed to enter at the Harton Lane entrance by using the intercom.
- There was a school crossing patrol to assist pupils crossing Temple Park Road in the vicinity of the main access. Further crossing patrols operated on the northern and western arms of the Temple Park Road/ Harton Lane roundabout. The pedestrian guard railings funnel pupils to the crossing patrols and no indiscriminate crossing was observed.
- Pupils were observed arriving on site from 08:00 onwards, with the majority of staff appearing to already be on site by 08:00.
- Cyclists were evenly spread between the main access and the access from the roundabout.
- School buses generally arrived by 08:25 (as timetabled) and utilised the loop road adjacent to the Temple Park Road. Buses were observed to be well occupied but not at capacity.
- Some pupils were observed to utilise normal service buses.

- Drop-off in private cars was generally 08:00 to 08:30 and focussed around the Temple Park Road entrance and adjacent side roads. Observed activity can be summarised as follows:
  - The majority of drop-offs were direct from Temple Park Road.
  - Some drop-offs occurred on adjacent residential streets, primarily Ascot Gardens and Reading Road, although there was always spare capacity on-street.
  - A small number of drop-offs occurred in the public car park for the playing fields north of Temple Park Road, although this car park was little used through the 'school run' period.
  - A small number of cars dropped off pupils on the loop road adjacent to the main access. This did not cause issues but was in contravention of 'bus & cycle only' and 'bus stand'/ 'bus stop' road markings and signage.
  - A few cars were observed dropping off in the access to the adjacent SEN school and in the bus lay-by to the east of the access. This was very brief and did not cause issues.
- Overall, the drop-off situation around the school entrance, combined with crossing patrol activity, resulted in some intermittent interruptions to through traffic movements on Temple Park Road, although this was very short term. After 08:30 no significant travel activity was observed.
- The car park was 34 spaces below capacity due to Covid-19 measures (see above) but still had sufficient capacity throughout, with approximately three free spaces after the start of the school day.
- Cycle parking was very well used, although there was some free space.
- No service vehicles accessed the site during the site visit.

3.19 In summary, the site observations indicate that:

- The school access arrangements operate well and segregate high numbers of pedestrians and cyclists from vehicles;
- School crossing patrols dovetail with physical measures on the highway (e.g. guard railing) to provide well used and safe crossing points on adjacent main roads;
- School buses utilise the loop road to drop-off and pick-up pupils directly adjacent to the main access, without pupils needing to walk on the surrounding highway network;
- There is sufficient car and cycle parking within the school site to meet existing demand;
- Parents dropping off on the highway were concentrated at the Temple Park Road access and adjacent streets (partly due to Covid-19 measures). Parking opportunities were available throughout, both on-street and in the car park for the playing fields north of the site, although some parents were noted to stop briefly in undesirable locations.
- Observed drop-off activity, combined with crossing patrol activity, caused some brief interruptions to the flow of through traffic on Temple Park Road, but did not result in any significant disruptions or apparent safety issues.
- Little activity was observed after 08:30, when the main school day starts.

3.20 Overall, the school transport infrastructure was observed to cope well with high levels of activity around the 'school run' and activity on the surrounding highway network was considered typical for a large secondary school, with no significant issues being noted.

4. Proposed Development & Access Strategy

4.1 The proposed development comprises a two-story extension which includes the construction of six new classrooms and an extension to the existing dining room. The development would also include storage facilities, plant, comms and a slight reconfiguration to the existing servicing yard.

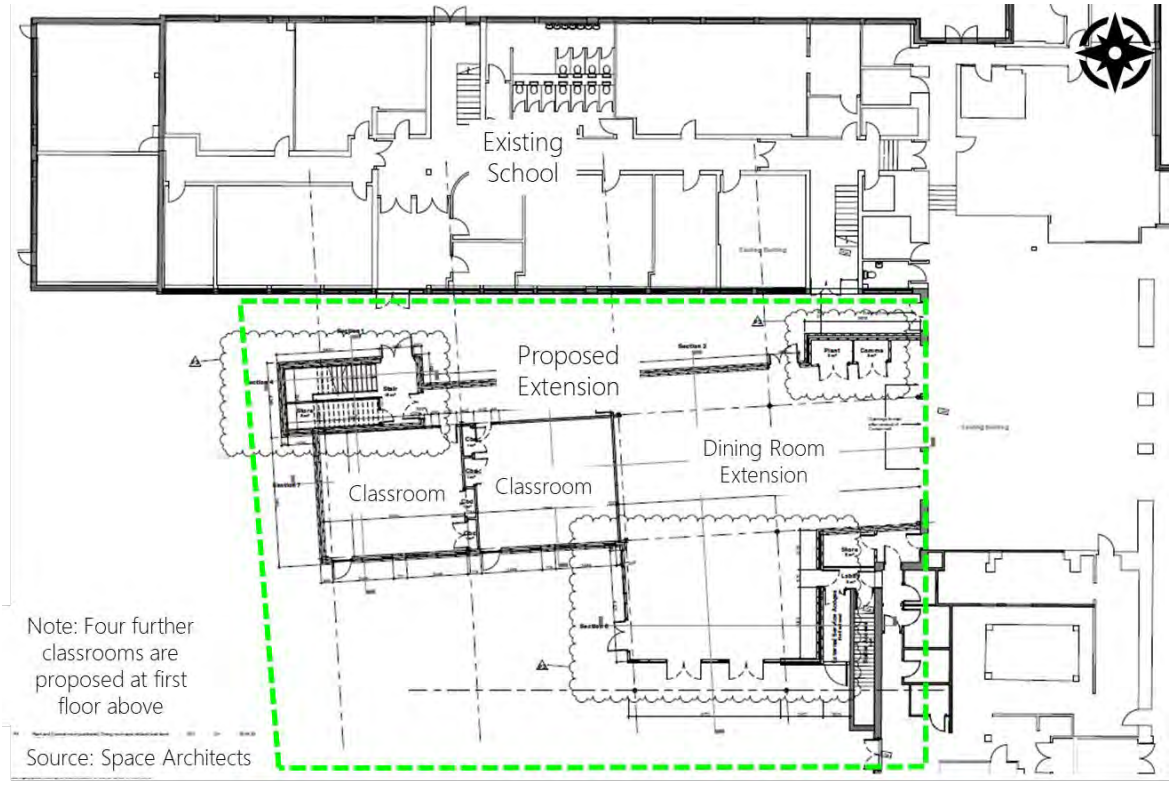
4.2 It is understood that the purpose of the extension is to increase the capacity of the school to 1490 spaces to meet the need for additional places in the local area, which has been identified by STC. This is an increase of 179 pupils from the current situation.

4.3 The overall increase in pupil numbers will be staggered over a number of years through the year 7 intake, resulting in the roll increasing to 1,474 by 2023 and finally reaching capacity of 1,490 pupils by 2025.

4.4 No changes in staffing are required to facilitate the proposed development, with staffing remaining at 120, including 88 teachers.

4.5 Figure 11 presents an extract of the proposed development plan, with the full drawing included in Appendix 1.

Figure 11 Site Masterplan



Access, Parking and Servicing Arrangements

4.6 Day to day access to the extension will be from the existing school building, for which the existing access arrangements from the surrounding highway network will be retained.

4.7 No changes to the existing car parking arrangements are proposed. This is considered satisfactory on the basis that the car park was observed to operate satisfactorily and no change to staffing is proposed.

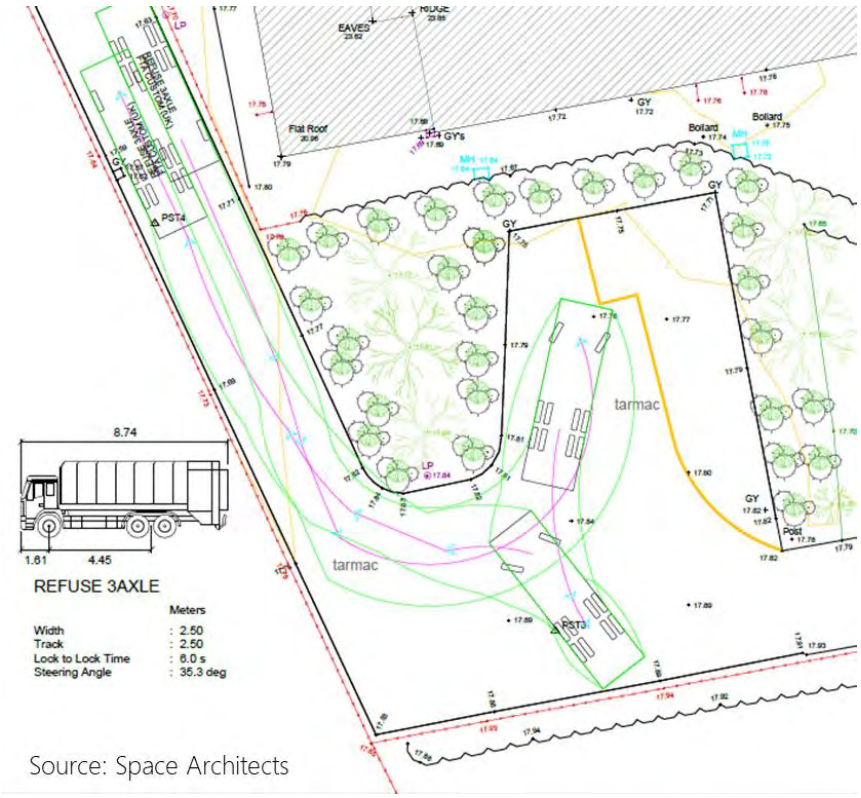
4.8 Cycle parking numbers will be reviewed through an update of the TP. Based on the proposed increase in pupil numbers, a further 12 parking spaces (6 Sheffield stands) would be required by 2023, increasing to 13 (7 Sheffield stands) by 2025 to ensure that the overall cycle parking provided is in accordance with the STC standard of 1 space per 10 pupils and 1 space per 5 staff.

4.9 The number of service vehicles that enter the school is understood to be small and would not change significantly as a result of the proposed development.

4.10 The arrangements for servicing would be unchanged and would continue to be managed to avoid activity at the start and end of the school day and restrict the number of vehicles on site at any time.

4.11 The size of the service yard area available for vehicles to turn would be reduced somewhat, although there will still be sufficient space for the service vehicles that visit the site to manoeuvre, as demonstrated by the swept path for an 8.74m refuse vehicle shown in Figure 12.

Figure 12 Swept Path Analysis – Servicing Yard



Source: Space Architects

4.12 Overall, the proposals are considered satisfactory in terms of access, parking and servicing.

5. Development Trip Generation and Impact

Existing Trip Generation

5.1 The school currently has 1,311 pupils and 120 staff.

5.2 It is understood that a survey was undertaken in November 2017 within the schools TP to establish multi-modal trip generation characteristics of the schools existing operation. The results from this survey are considered to be a reasonable proxy of representative travel patterns that will occur after the Covid-19 pandemic is over.

5.3 Table 4.1 provides a summary of the results from this survey. Further information on the survey can be found within the school's travel plan.

Table 4.1 Existing Situation – Pupil Trips by Mode

Mode of Travel	Modal Split
Walk	32
Cycle	5
Bus	33
Car	27
Other	3
TOTAL	100

5.4 From Table 4.1, pupil travel would typically be expected to comprise approximately 433 bus trips (two-way), 420 walking trips, 354 car trips, 66 cycle trips and 39 other trips.

5.5 Based on site observations it seems clear that cycling trips exceed the number from the 2017 survey, with most of the 160 parking spaces being occupied.

5.6 It is important to note that pupil trips would be staggered at the start and end of the school day as a result of some pupils attending breakfast and afterschool clubs. This would result in the typical profile of trips being spread out at the start and end of the school day, although this may have reduced during the Covid-19 pandemic as many after school activities do not currently run.

5.7 A staff survey was also undertaken as part of the school's TP in 2017 which found that 76% of staff travel by private car to and from school and 13% walk. The remaining 11% is split between car sharing, cycling, bus and other modes of transport.

5.8 It is understood that the school employs 120 staff (101 full-time and 19 part-time). Based on the results from the survey, this would equate to approximately 91 trips by car (two-way), 16 trips by walking and 13 trips by other modes of transport.

5.9 It is worth nothing that from the site visit, approximately 34 car parking spaces were 'blocked-off' as a temporary Covid-19 measure. It was observed during the site visit that the remainder of the car park (c.77 spaces) continued to operate within capacity, which suggests that since the survey was undertaken, there has been an increase in sustainable modes of transport by staff and sixth-form pupils. It is also worth noting that not all part-time staff would have been on site at the same time.

Future Trip Generation – 179 Additional Pupils

5.10 As staff numbers will be unchanged, the only additional trips will be from the increase in pupils.

5.11 To determine the additional person trip generation by the extension in the morning and afternoon peak, baseline data derived from the survey has been applied to the proposed uplift in pupil numbers on the assumption that the existing travel patterns would be reflected in the travel habits of new pupils, as shown in Table 4.2.

Table 4.2 Uplift in Pupil Trips by Mode (179 Pupils)

Mode of Travel	Existing Pupil Trips (1311 Pupils) Pupil Number	Proposed Pupil Trips (1490 Pupils) Pupil Number	NET Change
Walk	420	477	+ 57
Car	354	402	+ 48
Bus	433	492	+ 59
Other	105	119	+ 14
Total	**1311**	**1490**	**+ 179**

5.12 The increase in pupil numbers by 2023 would increase pupil trips by approximately 12%. Of the 179 additional journeys in each peak period, most would be by sustainable modes of transport, primarily walking, cycling and bus.

5.13 The potential 49 additional pupils travelling by car would not typically be representative of the actual number of additional car journeys on the basis that:

- Siblings would travel together; and
- There is an element of car sharing (when Covid-19 is not an issue).

5.14 However, on the worst-case basis that no car sharing would occur, then by 2023 an additional 49 cars could access the site in each peak period.

5.15 Overall, the proposed development would generate a modest number of trips which will be spread over a number of years.

Impact Assessment

5.16 The additional sustainable trips (walking, cycling and bus) would not have any significant impact on the performance of the highway network, but the school transport infrastructure would need to be reviewed and amended as necessary to ensure that the additional trips car be accommodated, e.g. ensuring there are sufficient school bus places and adding cycle parking spaces to accommodate potential increased demand.

5.17 It is considered that the best way to accommodate the increased pupil trips, which will be introduced in phases over a number of years, is through an update of the school TP. It is considered that the review should be undertaken when the Covid-19 has ended and a new travel survey can be undertaken that reflects current travel patterns and can identify relevant targets. Section 6 of this document sets out additional actions that are to be included in the updated TP to facilitate the proposed development. These would be added to any changes shown to be necessary by the new travel surveys.

5.18 The additional car-based journeys could result in up to approximately 49 vehicles on the local highway network at the beginning and end of the school day.

5.19 Based on observations made of existing traffic patterns along Temple Park Road, it is considered that the additional number of vehicles could be accommodated on the surrounding road network for short periods of time during the morning and afternoon school periods. There was spare capacity observed close to the site both on-street and in the car park that serves the playing fields. This car park could potentially take all of the additional trips if necessary.

5.20 It is also worth noting that due to the Covid-19 pandemic, a robust observation of existing traffic patterns was made as the Harton Lane access was closed and it is likely that less car sharing would have taken place due to government guidelines in place around social distancing. Therefore, the future situation may not be significantly different to that observed.

5.21 Overall, it is considered that the additional trips could be accommodated subject to an update to the TP to add the actions set out in Section 6.

6. Potential Actions to add to the School Travel Plan

6.1 The school TP will be updated when the Covid-19 pandemic ends and travel patterns return to normal.

6.2 As part of this update, it is recommended that the following actions are added to the TP. These actions would all assist in meeting the existing objectives of the TP, with allowance for the increased pupil numbers.

- Existing Objective – Encourage increased use of bicycles for travel to school
  - Proposed Additional Action – Increase cycle parking as pupil numbers increase to ensure the overall parking provided is in accordance with the STC standard of 1 space per 10 pupils and 1 space per 5 staff.
  - Proposed Additional Action - Monitor the use of cycle parking annually to confirm demand and determine whether further spaces need to be provided.
  - Proposed Additional Action -Monitor demand for lockers and provide additional lockers if required.
- Existing Objective – To improve road safety
  - Proposed Additional Action - Remind parents not to drop-off/ pick-up at inappropriate locations on the highway, particularly at the bus stops adjacent to the school entrance on Temple Park Road.
  - Proposed Additional Action – Monitor the pick-up/ drop-off situation on Temple Park Road during the phased increase of pupil numbers. If necessary, provide further advice to parents on safe drop-off/ pick-up locations, e.g. consider the playing fields car park on Temple Park Road.
- Existing Objective – Encourage sustainable travel modes
  - Proposed Additional Action – Monitor the capacity of school bus services during the phased increase in pupil numbers and provide additional capacity as necessary.
  - Proposed Additional Action – Increase cycle parking as pupil numbers increase to ensure the overall parking provided is in accordance with STC standard of 1 space per 10 pupils and 1 space per 5 staff.

6.3 These actions are considered satisfactory to address to facilitate the proposed increase in pupil numbers in travel terms.

7. Construction Phase

7.1 The construction period for the proposed development is anticipated to be in the order of 8 months, although not fully confirmed at the time of writing.

7.2 Given the relatively small scale of development proposals, the volume of construction vehicle traffic would be low, in highway capacity terms, being limited to the day-to-day operational needs of delivery vehicles, site operatives and construction plant. Consequently, construction activity would not be expected to have an adverse impact on the operational and safety characteristics of the local highway network.

7.3 In order to minimise the potential impact of construction on the school, local residents and local businesses, a number of mitigating measures would be implemented and enforced throughout the duration of the construction period. Details would be set out within a Construction Management Plan (CMP) to be prepared by the site contractor, and agreed with STC, that will include the following:

- Access routes to the site that minimise interactions with the school population and non-motorised road users on the surrounding highway network.
- Restricted hours of working to protect the amenity of the school/ residents and avoid peak periods of congestion on local streets;
- Measures to protect existing footways and marked pedestrian routes using barriers / signage, as appropriate;
- Protection of any utility company equipment; and
- Monitoring of vehicle movements and turning using banksmen, if appropriate.

8. Summary & Conclusions

8.1 The purpose of this Transport Statement and Travel Plan has been to consider the highways and transportation implications of a proposed development at St Wilfrid's RC College, which comprises the construction of a two-story extension to the main school building. The findings of the report can be summarised as follows:

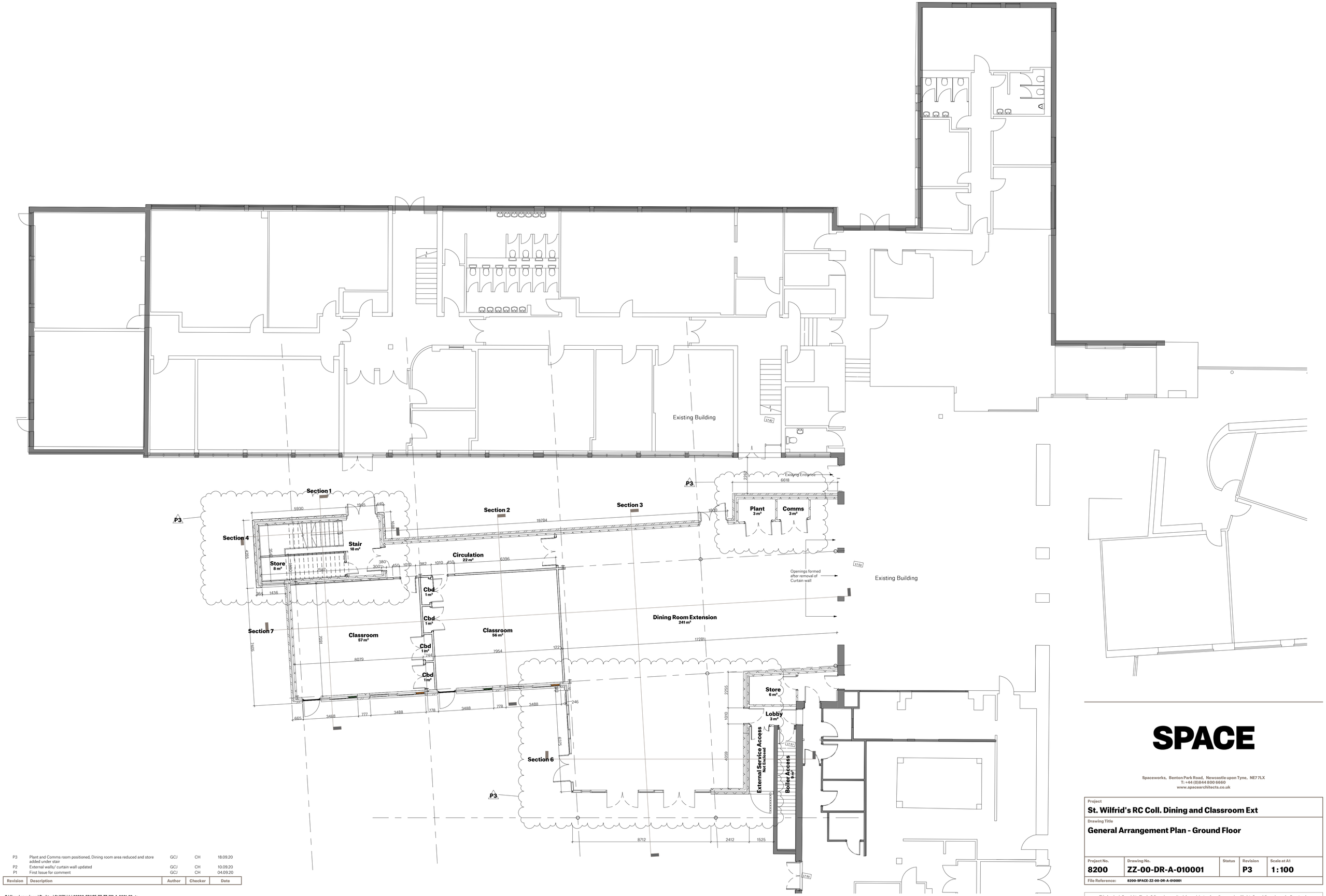
- The site is located within St Wilfrid's RC College's and the proposed development includes the construction of a two-story extension with six classrooms and a dining area to facilitate an increase in the capacity of the school to 1,490 pupils. Staff numbers would not change;
- St Wilfrid's RC College is located in a suburban area of South Shields close to residential estates, schools and South Tyneside District Hospital. A primary school and an SEN school are located immediately north of the school;
- The local highway network comprises main distributor roads and residential streets, with a range of measures in place in the vicinity of the school to manage vehicle speeds, prevent vehicles waiting at inappropriate locations on the highway, assist safe crossing by pedestrians and facilitate walking and cycling journeys to school;
- A review of personal injury collisions on the surrounding highway network did not identify any road safety issues that would be of significant concern in the context of the proposed development;
- The school has a main vehicular access from Temple Park Road, where there are also bus stops for scholars bus services. There is also occasional vehicular access from a secondary access on Harton Lane and service vehicle access via Ashley Road. The adjacent primary and SEN schools have their own separate access arrangements;
- There are three pedestrian and cycle accesses, that link to a formal cycle route through the school and surrounding footway/ cycleways on the highway network that extend through the surrounding residential areas;
- The school has on-site parking for 111 cars and 160 cycles;
- An accessibility assessment shows the school is very accessible from the surrounding residential areas on foot, cycle and bus, with the Metro also being within reach;
- Overall, the baseline study shows the school is located in a suburban area and is accessible by all modes of transport;
- It is understood that the school currently has 1,311 pupils and 120 staff;
- The school typically operates between 08:30 – 15:10. Breakfast club operates from 08:00 and there are extracurricular activities which run between 15:10 – 16:30, including homework club, pupil interventions and sports clubs. Staff are able to access the building from 07:00 – 19:00;
- Parents are not allowed to enter the site for pick-up/ drop-off of pupils, which occurs on the adjacent highway network;
- Site observations during the 'school run' indicated that the school transport infrastructure copes well with high levels of activity around the 'school run' and activity on the surrounding highway network was considered typical for a large secondary school, with no significant issues being noted;
- The proposed development will facilitate the phased increase in pupil numbers, with a total of 179 additional pupils being added to reach the capacity of 1,490 by 2025;

- The proposed development would not affect the existing access and car parking arrangements;
- A trip generation and impact assessment of the proposed development, based on the latest available travel survey data (2017) shows that the majority of trips generated would be by sustainable modes of transport, with only an additional 48 pupils potentially travelling by car. Based on site observations, it appears that this car travel could be accommodated, if necessary. The school will monitor the traffic situation and advise parents accordingly with respect to pick-up/ drop-off protocols;
- School servicing and deliveries would continue be in the service yard accessed via Ashley Road. The turning area will be slightly reduced but will remain sufficient to allow service vehicles to enter and leave in a forward gear. and Brownlow Road;
- The school operates a Travel Plan to encourage sustainable travel, reduce car journeys and improve road safety. The Travel Plan includes a clear delivery strategy to achieve the identified objectives and targets and provides a sound basis for updating to account for the proposed extension of the school;
- An updated Travel Plan will be prepared to reflect the proposed development and identify objectives and targets based on typical travel behaviour, which will be established from pupil and staff travel surveys to be undertaken when travel patterns return to normal following the Covid-19 pandemic;
- A number of actions to be incorporated in the updated Travel Plan have been identified. These identify actions to provide additional cycle parking, increase the number of lockers as required, review and increase school transport capacity as required and provide appropriate advice to parents with respect to the protocols for pick-up and drop-off of pupils during the 'school run'. It is expected that the updated Travel Plan will be prepared and agreed with the Council prior to occupation of the development, subject to Covid-19 related issues, and;
- Measures to control access, vehicle movements and parking during the construction phase would be agreed with the highway authority prior to commencement and would be set out in a formal construction phase traffic management plan.

8.2 In summary, the development would be located on an existing school site with satisfactory access arrangements, good transport connections and appropriate levels of parking. The modest number of additional trips generated can be accommodated and the existing school Travel Plan will be updated to include additional measures that reflect the changes resulting from the development. A construction phase traffic management plan will be implemented to manage activity during the construction period.

8.3 In conclusion the proposed development is considered to be satisfactory in transportation terms.

Appendix 1



Revision	Description	Author	Checker	Date
P3	Plant and Comms room positioned, Dining room area reduced and store added under stair	GCJ	CH	18.09.20
P2	External walls/ curtain wall updated	GCJ	CH	10.09.20
P1	First Issue for comment	GCJ	CH	04.09.20

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SPACE

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T: +44 (0)844 800 6660
www.spacearchitects.co.uk

Project
St. Wilfrid's RC Coll. Dining and Classroom Ext

Drawing Title
General Arrangement Plan - Ground Floor

Project No.	Drawing No.	Status	Revision	Scale at A1
8200	ZZ-00-DR-A-010001		P3	1:100

File Reference: 8200-SPACE-ZZ-00-DR-A-010001

This drawing is Copyright - Check all dimensions on site - Inform originator of any discrepancies - Work to figured dimensions only - Do not scale

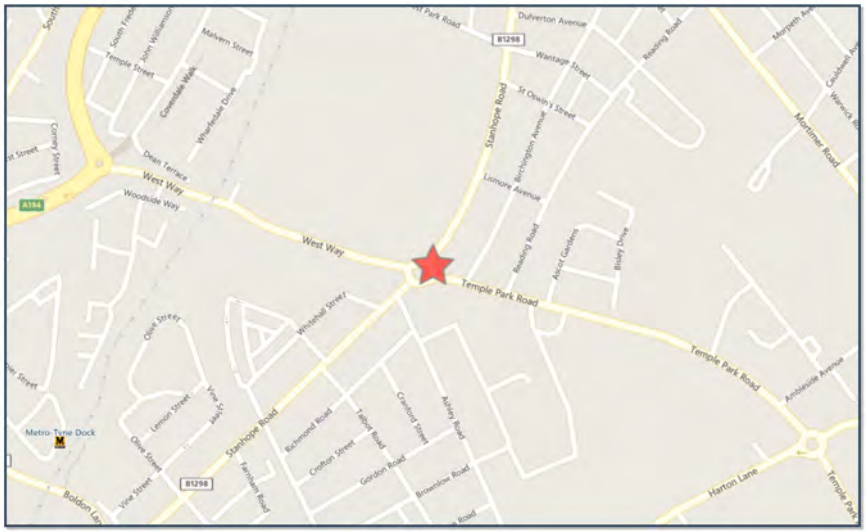
Appendix 2

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No

Crash Date:	Sunday, March 22, 2015	**Time of Crash:**	11:20:00 AM	**Crash Reference:**	**2015100164815**

Highest Injury Severity:	Slight	**Road Number:**	B1298	**Number of Casualties:**	1
Highway Authority:	South Tyneside			**Number of Vehicles:**	2
Local Authority:	South Tyneside			**OS Grid Reference:**	436410 565047
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	11	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

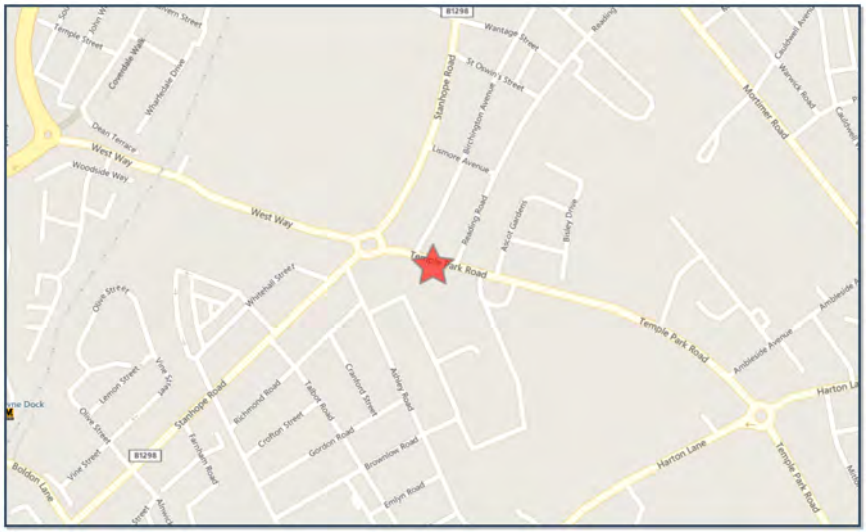
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

No

Crash Date:	Friday, March 04, 2016	**Time of Crash:**	9:26:00 PM	**Crash Reference:**	**2016100049189**

Highest Injury Severity:	Serious	**Road Number:**	B1289	**Number of Casualties:**	1
Highway Authority:	South Tyneside			**Number of Vehicles:**	1
Local Authority:	South Tyneside			**OS Grid Reference:**	436389 565009
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Central island of roundabout	None

Casualties

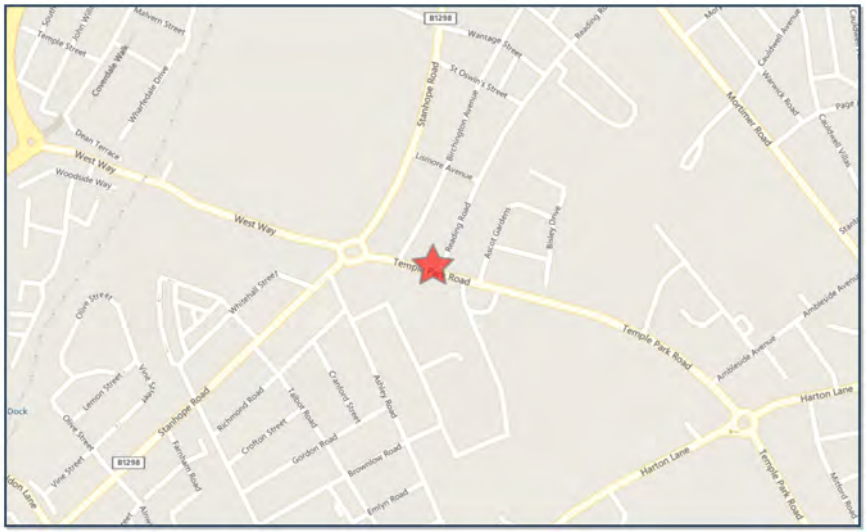
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

No

Crash Date:	Tuesday, June 14, 2016	**Time of Crash:**	11:35:00 AM	**Crash Reference:**	**2016100106313**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	South Tyneside			**Number of Vehicles:**	1
Local Authority:	South Tyneside			**OS Grid Reference:**	436415 565017
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Taking pupil to/from school	None	None

Casualties

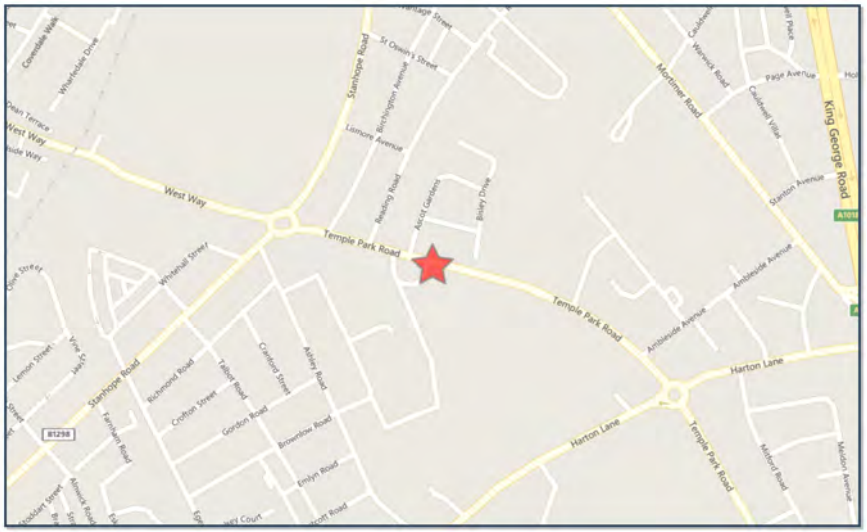
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	0 - 5	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

crashmap.co.uk

No

Crash Date:	Monday, October 01, 2018	**Time of Crash:**	3:20:00 PM	**Crash Reference:**	**2018100331673**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	South Tyneside			**Number of Vehicles:**	1
Local Authority:	South Tyneside			**OS Grid Reference:**	436631 564968
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

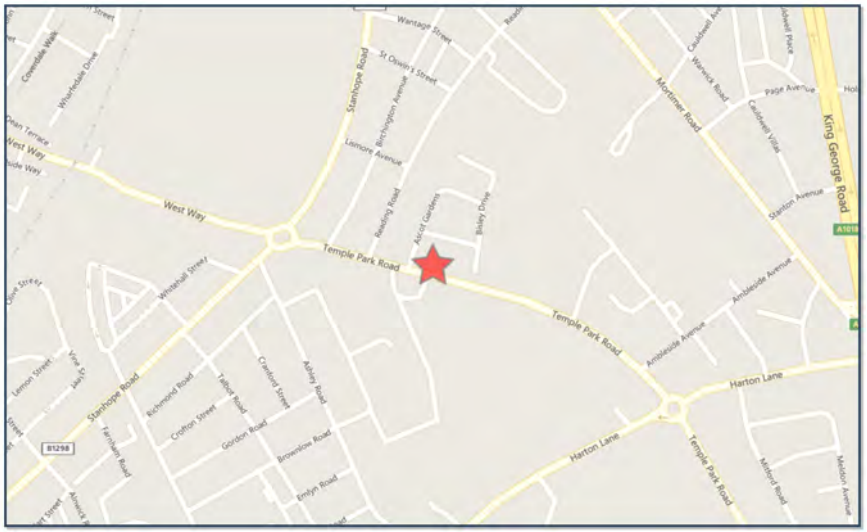
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	11 - 15	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's offside

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No

Crash Date:	Friday, February 19, 2016	**Time of Crash:**	7:25:00 AM	**Crash Reference:**	**2016100109116**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	2
Highway Authority:	South Tyneside			**Number of Vehicles:**	2
Local Authority:	South Tyneside			**OS Grid Reference:**	436529 564996
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	56 - 65	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	0 - 5	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

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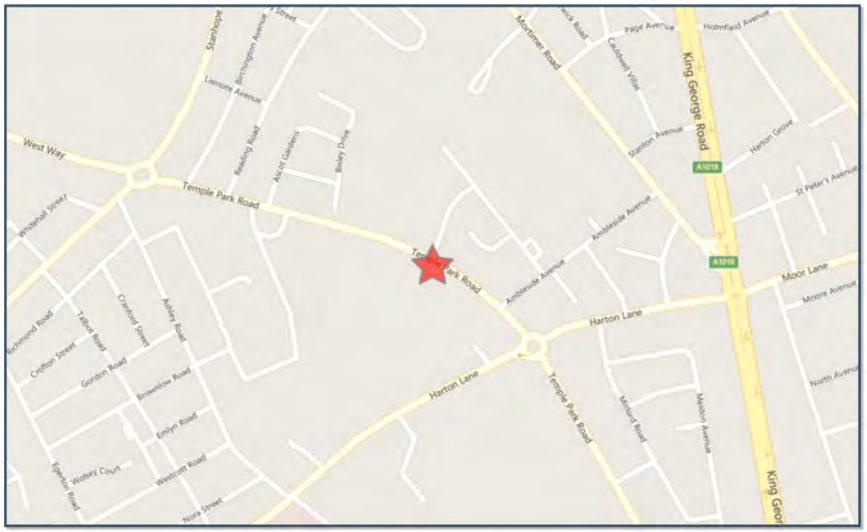
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No

Crash Date:	Monday, September 07, 2015	**Time of Crash:**	7:20:00 PM	**Crash Reference:**	**2015100536215**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	South Tyneside			**Number of Vehicles:**	2
Local Authority:	South Tyneside			**OS Grid Reference:**	436856 564896
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	13	Male	56 - 65	Vehicle is waiting to turn right	Back	Other	None	None

Casualties

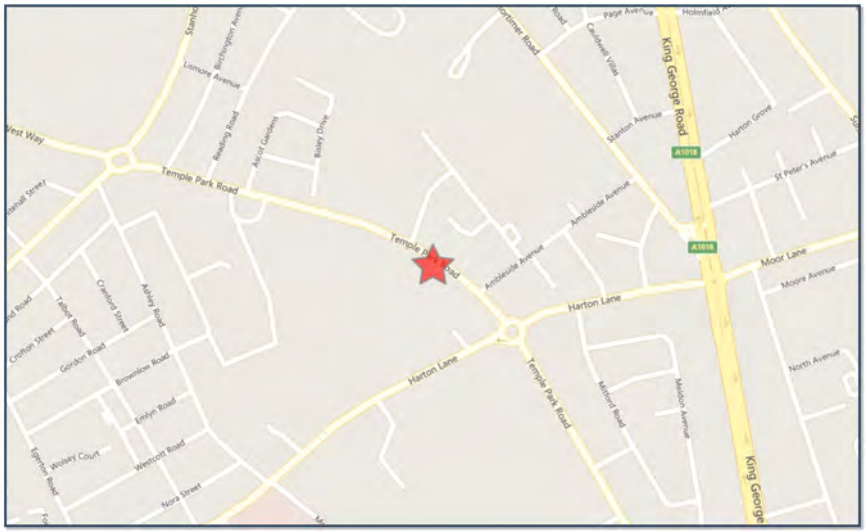
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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No

Crash Date:	Thursday, May 09, 2019	**Time of Crash:**	3:30:00 PM	**Crash Reference:**	**2019100838023**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	South Tyneside			**Number of Vehicles:**	1
Local Authority:	South Tyneside			**OS Grid Reference:**	436890 564875
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

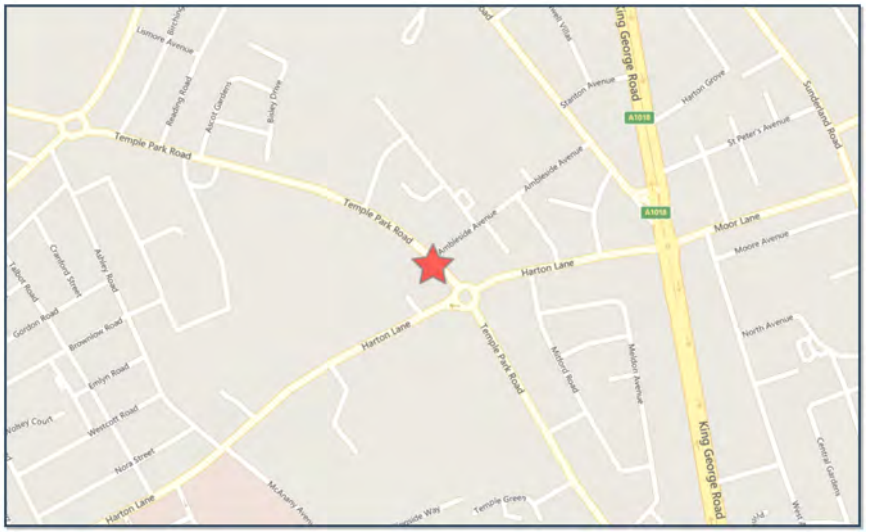
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	11 - 15	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

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No

Crash Date:	Monday, July 31, 2017	**Time of Crash:**	12:51:00 PM	**Crash Reference:**	**2017100206104**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	South Tyneside			**Number of Vehicles:**	2
Local Authority:	South Tyneside			**OS Grid Reference:**	436965 564820
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle is passing a stationary vehicle on its offside	Front	Other	None	None
2	Car (excluding private hire)	4	Female	66 - 75	Vehicle is in the act of turning left	Back	Other	None	None

Casualties

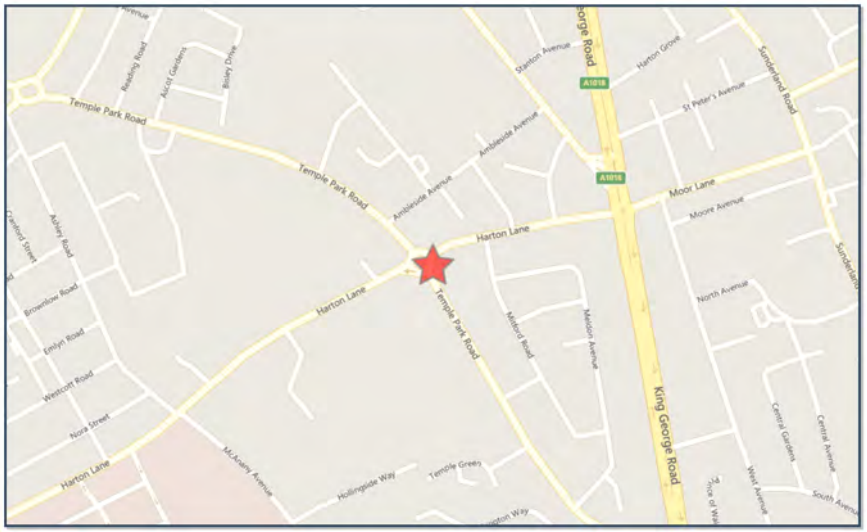
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

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No

Crash Date:	Thursday, March 26, 2015	**Time of Crash:**	6:20:00 PM	**Crash Reference:**	**2015100174815**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	South Tyneside			**Number of Vehicles:**	2
Local Authority:	South Tyneside			**OS Grid Reference:**	437036 564766
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None
2	Motorcycle over 50cc and up to 125cc	2	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

Casualties

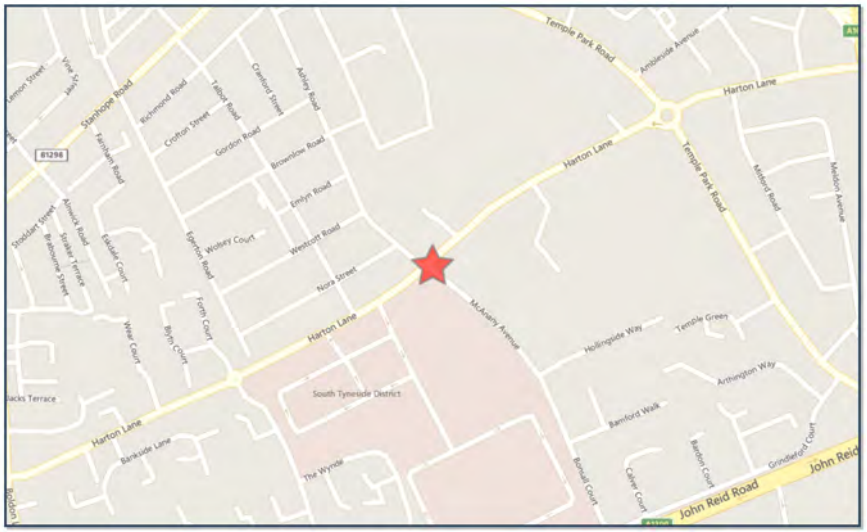
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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No

Crash Date:	Friday, May 26, 2017	**Time of Crash:**	12:15:00 PM	**Crash Reference:**	**2017100210020**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	4
Highway Authority:	South Tyneside			**Number of Vehicles:**	4
Local Authority:	South Tyneside			**OS Grid Reference:**	436645 564525
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Good vehicles of unknown weight	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	5	Male	36 - 45	Vehicle is slowing down or stopping	Back	Other	None	None
3	Car (excluding private hire)	9	Male	46 - 55	Vehicle is slowing down or stopping	Back	Other	None	None
4	Car (excluding private hire)	7	Female	66 - 75	Vehicle is slowing down or stopping	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
3	3	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other
3	4	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

No

Appendix 3

St Wilfrid's RC College



School Travel Plan May 2017

Report Details

Revision Details

Revision	Changes Made By:	Review Date:
1	Ruth Sutcliffe	16 June 2008
2	Kevin Locklan	3 May 2017

Contact Details:

Name	Telephone:	Email:
K Locklan	T 0191 4569121	klocklan@st-wilfrids.org

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Appendices

A. Existing Travel Plan – Appended as PDF document
B. Pupil Locations Plan – Included
C. Accident Information – Appended as PDF document
D. Bus stop plan, route information and timetables – Appended as PDF document
E. Pupil School Travel Survey Results
F. Staff School Travel Survey Results
G. Proposed site layout plan
H. School Travel Questionnaires – Appended as PDF document

1. Introduction

St Wilfrid's RC College Travel Plan has been developed on behalf of South Tyneside Council as part of the planning process for the proposed redevelopment of the existing St Wilfrid's RC College (DCSF Ref: 393/4604) within the West Park ward of South Tyneside.

This plan has been prepared to update the existing Travel Plan from 2008 and consequently a review of the existing situation is included within this plan as well as proposals for the development and the results of the latest travel mode survey (2017) undertaken at the school.

St Wilfrid's RC College Travel Plan has been developed as the school is embarking on a major refurbishment. The existing school currently has a Travel Plan, with a copy of the approved Travel Plan is attached as an appendice to this report.

Some of the schools commitments to the local community will be to improve the environment, to encourage alternative modes of travel to the car, to increase pupil fitness and reduce health problems.

The purpose of this Travel Plan is twofold, firstly to show the Travel Plan objectives in relation to proposals for the School and its new building and secondly to review the existing Travel Plan with the new travel mode survey data. We have discussed and agreed this scope with South Tyneside Council's (STC) Strategic Transport Department.

This report sets out objectives and provides a base document for the school to take forward with assistance from STC's Strategic Transport Department.

What is a School Travel Plan?

A School Travel Plan (STP) is a working document created to address a school's particular travel and transport needs. Primarily, it aims to steer the school community away from private car trips to and from school, and towards alternative sustainable forms of travel, such as walking, cycling, use of public transport and car sharing.

By thinking creatively about travel issues, the STP can become an exciting project, with a holistic focus that is integrated into the life and ethos of a school. There are a number of issues arising when developing a STP, including:

- Environmental considerations (improving sustainable transport);
- Health and fitness - encouraging active forms of travel, such as cycling or walking;
- Working with the local community / decreasing congestion for residents living near to the school;
- Addressing issues of road safety by improving the traffic awareness skills of pupils and reducing the number of cars around the school gates at the beginning and end of the school day; and
- Working with the local authority to make appropriate and justified changes to the local roads and public transport facilities.

The STP aims to involve whole school communities (pupils, parents and governors as well as teaching and non-teaching staff) in increasing awareness of transport and road safety issues.

Why is a School Travel Plan Needed?

School travel plans help reduce vehicle traffic on the 'school run' - the journey to and from school - and encourage more active ways of getting to and from school including walking, cycling, scooting, using public transport, 'park and striding' and car sharing.

The purpose of developing school travel plan is to:

- Reduce congestion
- Encourage active and sustainable travel
- Improve health
- Reduce pollution
- Help pupils get into 'sustainable travel habits' from an early age

The school is currently involved in “Healthy Schools” initiatives and undertakes a number of curriculum based activities which are relevant to school travel.

The school currently has behaviour policies which extend to travel on public buses.

Benefits of School Travel Plans

For the School

- Improve safety
- Reduce congestion
- Establish safer walking and cycling routes
- Contribute to an environmental policy
- Links to the national curriculum including citizenship

For the Local Community

- Improve the local environment by reducing air and noise pollution
- Reduce congestion problems
- Improve walking routes
- Improve Road Safety

For the Parents

- Reduce stress and time spent in traffic jams
- Increase parent-child contact
- Build better links with the school

For the Children

- Improve health and fitness by walking and cycling
- Improve travel awareness and road user skills
- Improve awareness of the surroundings

2. Description of the travel problems / issues

Description of the location, size and type of school

St Wilfrid's RC College is an Academy school located on Temple park road in the South Shields area of South Tyneside. The Borough of South Tyneside Council does not have catchment areas as such, as it is a relatively small borough. However, the Pupil Locations Plan, attached as Appendix B, gives an indication of the spread of pupils attending the school from across the borough.

There are currently 1045 pupils at the school, aged between 11 and 19 years, currently, there are 9 SEN pupils on the school roll with a statement and 122 SEN pupils without a statement.

The site is located in the western part of Harton, in West Park Ward. The school grounds are situated between Temple Park Road, Harton Lane and Ashley Road, with the main vehicular entrance off Temple park road bus turning circle which is used by school buses and a secondary delivery entrance off Ashley Road. Temple park entrance allow vehicles and pedestrians to gain entry to the school buildings. Harton lane access is for 6th form pupil access only with light traffic use to gain entry to Site manager's house. A footpath across the playing field leads to Grey Hen pupil entrance,

The existing school provides before and after school clubs and this provision is expected to continue. The school day is currently between 8.45am and 3:10pm, the proposed core hours for the new school will be between the hours of 08:00 and 18:00 with potential to be available to 22:00. There is an existing City Learning Centre (CLC) on the site 8.45am and 3.10pm with potential to be available to 22:00.

Transport needs for activities away from the school are met almost entirely through the use of their own minibus, and occasionally by hiring buses or coaches. The existing Travel Plan does not indicate that any problems have been encountered with these methods.

Accident Records

Accident data extracted from the Tyne and Wear traffic and accident database from the 1st January 2012 to 30th April 2017 have been provided by STC for the highway network that bounds the site, namely Temple Park Road, Stanhope Road roundabout, Ashley Road and Harton Lane. During this period 19 accidents occurred, of which 1 was classed as serious and 18 classed as slight. There were no fatal accidents recorded in this period.

The serious accident occurred when a vehicle was travelling along Stanhope Road and failed to slow at the roundabout with Temple Park Road and collided with the street furniture. This accident occurred at 21:25, and therefore cannot be associated with the operation of the school.

Of the slight accidents, 3 occurred during school time and although 2 of these involved school children, they involved children below the school age associated with St. Wilfrids school pupils. Details of the accidents listed above are attached at Appendix C of this report.

Travel Problems

Travel problems identified within the existing Travel Plan include the lack of cycle parking facilities at the school and parking on Harton Lane during dropping off and picking up times. It should be noted that since the preparation of the original Travel Plan, cycle parking and shelters have been installed at the site and are regularly used by both pupils and teaching staff.

Analysis of the accident records does not indicate any one factor that can be attributed to school travel. However, discouraging car use and educating children on road safety is seen as a positive way of reducing the risk of accidents associated with the school.

3. Description of the Transport Links

Cycle and Pedestrian Facilities

There are currently Three pedestrian and cycle entrances to the school, the main entrance being off Temple Park Road, Harton Lane and the corner of Temple Park Road and Harton Lane.

The cycle shed now on site includes 42 racks, due to the spacing of the racks, there are 77 spaces available for bicycle parking. There is also an area within the shelter which can be utilised for motorcycle parking although there is no means of securing to an anchor.

Public Transport Facilities

The area is serviced by public transport in the form of local buses which operate on Harton Lane and Temple Park Road, the nearest bus stop is located approximately 170m from the main school entrance.

Within the school's website www.st-wifrids.org there is a section detailing the public transport facilities in the area.

The table below outlines the bus services that serve the school, a plan showing the location of the bus stops is contained in Appendix D along with details of bus timetables and route map.

Service Number	Operator	Serves	Frequency	Route Description
10	Stagecoach	Harton Lane / Temple Park Road	30 minutes	South Shields Chapter Row – Horsley Hill Square – Temple Park Road – Harton Lane – John Reid Road – Newcastle Road – Boldon Lane – Church Way
11	Stagecoach	Harton Lane / Temple Park Road	30 minutes	South Shields Church Way – Boldon Lane – Newcastle Road – Sheridan Road – Harton Lane – Temple Park Road – Mowbray Road – Anderson Street – Chapter Row
27	Go North East	Harton Lane / Temple Park Road	10 minutes	Newcastle New Bridge Street – Tyne Bridge – Gateshead Interchange – Old Durham Road – High Heworth Lane – Durham Drive – Boldon Lane – Temple Park Road – Church Way
88	Go North East	Temple Park Road	30 minutes	South Shields Chapter Row – Chichester Road – Temple Park Road – John Reid Road – York Avenue – Monkton Terrace – Jarrow Bus Station – Victoria Road – Finchale Road
88a	Go North East	Harton Lane	30 minutes	Horsley Hill Square – Prince Edward Road – Harton Lane – Leam Lane – Bede Burn Road – Jarrow Bus Station – Station Road – Finchale Road

Vehicle Facilities

There are two existing entrances to the site from the highway which accommodate vehicles. The main entrance being off Temple park road and the Delivery access off Ashley Road, only the Temple park road entrance accommodate vehicles and pedestrians. Ashley Road entrance is vehicle only.

Car parking facilities are located from the Temple park road entrance approximately 110 car parking spaces.

4. Survey results

A number of historical surveys have been carried out within the school to determine the main pupil mode of travel to and from school. The first survey was carried out in April 2002, but this attained a poor response rate.

The second survey was a “hands up” survey, carried out on 19th January 2005. A total of 778 pupils were surveyed and the results of this survey are detailed below:

- 41% of pupils travelled to/from school by bus;
- 25% of pupils travelled to/from school by car;
- 28% of pupils walked to/from school;
- 3% of pupils cycled to/from school; and
- 3% of pupils travelled to/from school by Metro

A further survey was conducted in November 2007 by South Tyneside / Gateshead Building Schools for Future partnership with 798 pupil responses received, the results of which are detailed are detailed below:

- 35% of pupils travelled to/from school by bus;
- 25% of pupils travelled to/from school by car;
- 33% of pupils walked to/from school;
- 5% of pupils cycled to/from school; and
- 2% of pupils travelled to/from school by other means

The results were similar to the earlier surveys. However, they showed that fewer pupils are travelling to and from school by bus, with more pupils walking, both of which are sustainable forms of transport which indicates some slight success of the travel plan intervention.

The most recent survey was completed during the 16/17 spring term in February 2017 and represents the first survey which includes students in the post 16 education category have been captured.

This survey received 903 pupil responses, which represents a response rate of 89%. A summary of the results is provided below, with detailed results contained in Appendix E.

- 32% of pupils travelled to/from school by bus;
- 27% of pupils travelled to/from school by car;
- 33% of pupils walked to/from school;
- 5% of pupils cycled to/from school; and
- 3% of pupils travelled to/from school by other means

The following table outlines the modal split for pupils travelling to and from school at St Wilfrid's RC College and compares it with Regional and National survey figures for pupils aged between 11 and 16 years old, the figures have been taken from the previous surveys including the 2017 surveys to inform this travel plan.

Pupil Travel Modal Survey Results (Travel to School)
with comparison to Regional & National Data

	Modal Split Data %					
	April 2002 Results	**January 2005 Results**	**November 2007 results**	**November 2017 results**	**North East**	**Great Britain**
Walk	30	28	33	32	54	43
Car	29	25	25	27	15	21
Bus	39	41	35	33	26	30
Other	2	6	7	8	5	6
TOTAL	100	100	100	100	100	100

The travel mode survey in 2017 also included surveying the teaching staff. 115 members of staff returned the questionnaire and the resultant modal split is shown in the table below. The survey included travel both to and from school, both are shown in the table.

It is understood that there are currently 84 teaching staff and 40 support staff employed at the school both full and part time. Detailed results are contained in Appendix F.

Number of Teaching & Support Staff Travelling by Mode
(Including Percentage Modal Split)

	To School		From school	
	% Mode Split	**No. of Staff**	**% Mode Split**	**No. of staff**
Walk	13	15	13	15
Own Car	76	87	76	87
Lift in Car	4	5	4	5
Cycle	2	2	2	2
Public Bus	2	2	2	2
Other	3	4	3	4
TOTAL	100	115	100	115

5. Existing Travel Plan Working Group

Working Group

It is detailed in the existing Travel Plan that the school held a "Safe Routes to School" meeting with parents, teachers and governors of the school all attending. The purpose of the meeting was for the consultants employed by the Council to feed back the results of the original questionnaire, provide an opportunity to highlight any problems encountered on the journey to and from school and identify and plan the next stage in the preparation of the "School Travel Plan", including the setting up of a Working Group.

At the meeting the group identified areas where improvements could be made around the site to make travel to and from school safer and more sustainable. Key comments made at the meeting are as follows:

- A "School Safety Zone" on Harton Lane;
- Possible replacement of the existing hatched area on Harton Lane by red hatching in the centre of the road, together with edge of carriageway markings;
- Provision of cycle storage facilities and associated lockers;
- New pedestrian refuge on Harton Lane between the school entrance and bus stop to the east; and
- Waiting restrictions on Harton Lane and Ashley Grove.

Following the presentation, a Working Group was set up to assist in the production of the "School Travel Plan". The group comprises:

- Pupils;
- Parents;
- Teachers;
- Governors;
- Local Residents; and
- A representative of South Tyneside Council.

The main functions of the Working Group are as detailed below:

- To develop the "School Travel Plan";
- To review the Questionnaire Analysis in order to recommend any measures/initiatives for implementation;
- To highlight any additional problems encountered on the journey to and from school;
- To consider policies to be included in the Plan e.g. walking, cycling and public transport;
- To ensure active pupil involvement in the Plan with the possibility of inclusion into the curriculum;
- To set achievable targets;
- To monitor the Plan; and
- To update the Plan.

6. Previous Objectives and Targets

Following the Working Group meetings, targets and objectives were set out and detailed within the existing Travel Plan. The targets and objectives were considered by the working group to be SMART (Specific, Measurable, Achievable, Realistic and Timed). The objectives are listed below:

- Encourage increased use of bicycles for travel to school;
- Encourage sustainable travel modes;
- Reduce car trips and car parking; and
- Improve road safety.

As these objectives were based on site specific information and encompass the views of the Working Group, we have carried these forward and prepared an action plan in order to support these objectives.

Based on the results from the 2017 school travel mode survey and proposed facilities at the new school it has been possible to set the following targets for pupils and staff arriving at the new school.

No	Measure	Current	Preferred	Proposed %	By
1	Encourage Increased use of cycles for travel to school	5%	13%	10%	2018
2	Encourage sustainable travel modes	73%	80%	75%	2018
3	Reduce car trips and car parking	27%	17%	21%	2018
4	Improve Road Safety				

Targets are a means by which progress can be monitored. It is important to set targets so that the travel plan can target specific achievements. Clearly identified targets are defined as targets that, achieve a specific point in a stated time that reflects the survey data and the issues identified in the travel plan. These will be linked to the objectives and will be SMART targets

The school set short, medium and long term timescales for the targets, short term being 0-2 years, medium 2-3 years and long term over 3 years.

7. Updated Objectives

The following objectives have been taken from the existing Travel Plan and updated following the latest travel mode survey. We have also based the targets on or after completion of the proposals.

Objective:	**Encourage Increased Use of Bicycles for Travel to School**	
Previous Target:	**To increase the proportion of pupils cycling to school from a baseline of 3% to 5% by January 2018, 6% by September 2018 and 7% by January 2019**	
New Target:	**To increase the proportion of pupil cycling to school from a baseline of 5% to 7% by January 2020**	
Short Term Actions:	Advise staff, parents and pupils of the school's cycling policies and arrangements;	September 2017
	Include information on cycling issues in the school's prospectus and newsletters;	September 2017
	Include information about cycling provision in arrival packs for new entrants;	September 2017
	Encourage up to 30 pupils per year to undertake On-Road cycle training; and	Continuous
Medium Term Actions:	Encourage walking and cycling to school by providing information on the environmental, health and social aspect of travel choices.	September 2017
Long Term Actions:	Review provision of cycle storage in school; and	September 2017
	Continue to identify potential improvements to pedestrian and cycle links around the schools.	Continuous

Objective:	**Improve Road Safety**	
Target:	**Together with the Council, to maintain lower vehicle speeds, rationalise parking, improve crossing facilities in the vicinity of the School and continue with Education, Training and Publicity initiatives, and thus, contribute to the Council's aim of a reduction in killed and seriously injured casualties associated with travel to and from school.**	
	The school will continue to work with the Council to contribute to the Road Safety objectives.	Continuous

Objective:	Encourage Sustainable Travel Modes	
Target:	**To increase the proportion of pupils using sustainable travel modes by 3% by January 2018, 6% by January 2019 and 10% by January 2020**	
New Target:	**To increase the proportion of pupils using sustainable travel modes from the baseline of 73% to 78% by January 2021**	
Short Term Actions:	Advise staff, parents and pupils of the school's travel policies and arrangements;	September 2017
	Include information on sustainable school transport in the school's prospectus and newsletters;	September 2017
	Include school journey details in arrival packs for new entrants;	September 2017
	Make the School Travel Plan available to staff, parents and pupils;	September 2017
	Encourage up to 30 pupils per year to undertake On-Road cycle training;	Continuous
	Update the School's website to include public transport information and cycle route information; and	Continuous
	Provide regular information on public transport services.	Continuous
Medium Term Actions:	Involve pupils in the process of surveying and data collection through a School Travel Plan committee of the school council; and	Continuous
	Public transport passes for staff	
	Encourage walking and cycling to school by providing information on the environmental, health and social aspect of travel choices.	Continuous
Long Term Actions:	Identify opportunities to educate pupils on the consequences of their and their parents' travel decisions, through curricula activities; and	Continuous
	Continue to identify potential improvements to pedestrian and cycle links around the schools.	Continuous

Objective:	Reduce Car Trips and Car Parking Demand	
Target:	**To reduce the proportion of pupils travelling to or from school by 3% by January 2018, 6% by January 2019 and 10% by January 2020**	
New Target:	**To reduce the proportion of pupils travelling to or from school from the baseline of 27% to 21% by January 2018**	
Short Term Actions:	Encourage car sharing. Explore the possibility of establishing a car sharing database of families either offering or needing lifts.	Continuous
Medium Term Actions:	Promotion of sustainable transport methods, possible expansion of cycling parking	Continuous
Long Term Actions:		

From the travel mode surveys carried out at the school, it is apparent that there has been a positive modal shift in pupils cycling to school. In April 2002 only 1% of pupils were cycling to school, by January 2005 this had increased by 2% and in November 2007 it had increased a further 2% resulting in 5% of pupils cycling to school.

In the existing Travel Plan, the school had set a target for 6% of pupils to be cycling to school by January 2008. The latest travel mode survey from 2017 showed that 5% of pupils are now cycling and so this objective will be carried forward working towards meeting their long term target of 7% of pupils cycling by September 2017.

Although cycling is a sustainable mode of transport, the total percentage of pupils travelling by all sustainable modes has not had such a positive shift. In April 2002, 71% of pupils were travelling to school by sustainable modes and this increased by 4% to 75% in January 2005, however, the most recent survey has shown that the percentage has reduced by 2% to 73% in February 2017. Again, this objective from the existing Travel Plan will be taken forward and using the actions identified in the above table the school will work towards meeting their long term targets.

As detailed in the above table, a further objective within the existing Travel Plan was to reduce the number car trips and car parking demand at the school. In April 2002, 29% of pupils were travelling to school by car, this was reduced by 4% to 25% by January 2008, With regards to the latest survey (2017) the percentage has slightly increased up to 27%, so it is advised that the school focusses on this slight increase which is reflected in the action plan.

By January 2020, the school will aim to reduce this number by 10%, using the actions mentioned in the table above this objective will be taken forward in the new Travel Plan to encourage pupils to use more sustainable modes of transport.

8. Items to be in Place before Opening

This report has been provided to accompany the planning application for works within the site. This section of the report outlines the proposed changes which may impact on movement into and through the site.

Pedestrian facilities

The school would be expected to ensure that all appropriate pedestrian facilities have been constructed and are adequately signed to ensure that pedestrian and vehicles movements are segregated.

Cycle facilities

The existing Travel Plan detailed plans for cycle parking for 90 bicycles with facilities for 77 bicycles provided on site, however, 80 covered cycle racks of “Sheffield” design will be provided on site as a result of the re-development. This allows for 160 cycles to be parked on site. This conforms to STC’s UDP which state that 1 rack is to be provided per 10 pupils at the school.

School Bus Facilities

The existing scholar bus services will continue when the school is developed. Discussions have taken place with Nexus with regards to the level of provision and we have been advised that the two existing services will remain, however Nexus has indicated that this may increase in the future. As such, Nexus has requested that the three bus stops, located within the bus loop off Temple Park Road remain to allow for any expansion in service.

The proposals for the school will see the main vehicular access off the bus loop, however a bus only area will remain which can accommodate three bus stops. Various signing and lining will be provided which prohibits the use of this area for other vehicles, including parents’ cars.

A segregated footway links the bus drop off/pick up with the main entrance to the school. Pupils will need to cross the access to the CLC parking areas, however this meeting of the car parks with the access road has been designed so that vehicles are given less priority over pedestrians.

Public transport facilities

Public transport users will continue to be able to access existing public transport services in the form of buses on Harton Lane and Temple Park Road.

Vehicle facilities

Main vehicle access to the site is proposed from Temple Park Road, with service access from Ashley Road. Limited vehicle access will remain from Harton Lane although this will be in the form of access to the Site manager’s property and for school minibus access, this will be a controlled access including bollards.

Geometric measurements and vehicle maneuvering has been assessed using information provided by the school, this is detailed further in the Transport Statement which accompanies the planning application.

A total provision of 110 parking spaces will be provided within the site to cater for school staff and visitors. In accordance with STC Supplementary Planning Document for parking standards, 6 of the above spaces are designated accessible spaces (6% of total provision).

Objectives to be in place

These objectives are listed below:

- Travel plan information included within school prospectus and on the school's website for both pupils and community users;
- School journey notice board fully accessible to parents, pupils, staff and visitors;
- Arrival pack to parents of new pupils to contain school journey details and information on the School Travel Plan;
- Homework clubs timetables to minimise the need for carrying materials to and from school;

Consideration will also be given to the points listed below:

- Car share scheme for teachers, pupils and community users;
- Walk to school initiatives;
- Increase pupils awareness of environmental issues associated with transport; and
- Cycle training on public roads.

Objectives for Developing the Plan

A Travel Plan Management Group will be re-established by the appointed Travel Plan Co-ordinator. Members of the Group will be drawn from staff, governors, parent representatives, community centre users and, as appropriate, specialists such as the Council's School Travel Plans Officer, ward councillors, local police and possibly health officials such as a community/school nurse.

An action plan for 2017/2018 has been prepared and is contained within Section 9 of this plan, which lists actions and timescales when the individual actions should be complete. This action plan will be discussed at the TP Group meeting when individual members of the group will be given tasks and responsibilities to ensure the success of the plan. The specific owners initials will be listed on the action plan.

Staff Travel Arrangements

A total of 110 car parking spaces are available for staff and visitors to the school, including 6 spaces marked for disabled use.

The staff at the school will be invited into any car sharing scheme that the school may decide to join.

Most teachers have to transport resources and marking to and from school regularly, this would often prove difficult if staff had to travel on public transport. However, this travel plan does not expect staff to change their mode of travel, but seeks to encourage staff to consider other modes of travel occasionally when it is possible to do so.

9. Action Plan

At the time of writing there has not been a person nominated as the new School Travel Plan coordinator and the Travel Plan Group has not yet been formed for the School. This plan highlights that the primary aim of the plan is to set up a Travel Plan Group in order to deliver the plan.

For this reason, it is not possible to assign an individual to each action until the roles and responsibilities of the members of the Travel Plan Group have been identified. The table does, however, have space for initials to be added. It is a priority of this travel plan that the head teacher and school Travel Plan coordinator oversee the formation of a Travel Plan Group and assign individuals to be responsible for each action.

Action	Completed By	Responsible Officer
Advise staff, parents and pupils of the School's cycling policies and arrangements	September 2017	
Include information on cycling issues in the School's prospectus and newsletters, and on the School's website	September 2017	
Include information about cycling provision in arrival packs for new entrants	September 2017	
Encourage walking and cycling to school by providing information on environmental, health and social aspect of travel choices	Continuous	
Continue to identify potential improvements to pedestrian and cycle links around the schools	Continuous	
Advise staff, parents and pupils of School's travel policies and arrangements	Continuous	
Include information on sustainable school transport in the School's prospectus and newsletters	Continuous	
Include school journey details in arrival packs for new entrants	Continuous	
Make the School Travel Plan available to staff, parents and pupils	Continuous	
Provide regular information on public transport services	Continuous	
Involve pupils in the process of surveying and data collection through a School Travel Plan committee of the School Council	October 2017	
Identify opportunities to educate pupils on the consequences of their and their parents' travel decisions, though curricula activities	Continuous	
Encourage car sharing and explore the possibility of establishing a car-sharing database of families either offering or needing lifts	Continuous	
Update School Travel Plan	Annually	

10. Consultation

The existing Travel Plan details that during the development of the Travel Plan there have been informal discussions, through their working group, between various interested parties including:

- Representatives of the Council;
- Local Ward Members;
- School Governors;
- Teachers;
- Parents;
- Pupils; and
- Local Residents.

There has also been formal consultation regarding the following items:

- Requirement for the introduction of Traffic Regulation Orders.

Both staff and pupils have been consulted in order to prepare this Plan, through the travel mode survey undertaken in 2017. The questionnaires used to gather the data are contained in Appendix H. It can be seen from these that both staff and pupils were given the opportunity to state: how they travel; and what prevents them from using sustainable modes. Pupils were also asked how they would like to travel.

11. Monitoring and review proposals

The existing school Travel Plan detailed how they will monitor and review their Travel Plan, this will be done in the following ways:

- Repeat School Travel Survey triennially;
- Take part in the regional “hands up” survey;
- Review the School Travel Plan annually; and
- Submit the revised School Travel Plan each year.

It is intended that this Travel Plan will be a “living” document that will be reviewed and updated annually.

The travel plan coordinator, with the travel plan working group, will continuously monitor and review the school travel plan. Annual surveys of staff and pupils will be carried out to continuously monitor the success of the travel plan and to highlight areas of concern. Once the surveys have been undertaken the travel plan coordinator, under the travel plan working group, will develop and revise targets for modal shift for inclusion in the travel plan. These targets will be determined from the results of the survey and will be monitored through the annual surveys and reviews.

The travel plan coordinator will liaise with the council’s Strategic Transport department and provide information with on the outcome of the travel surveys and new targets in addition to reporting on progress towards existing targets.

Consideration will also be given to snapshot surveys which could be carried out to assess the effectiveness of any incentives which have been carried out, which will then feed into the annual review.

The travel plan coordinator will maintain an evidence portfolio which will provide a record of all the work that has been carried out.

The school will maintain links with South Tyneside Council to keep updated on any road safety issues on the public highway outside and near the school.

Appendix A – School Travel Plan 2005 (appended as PDF attachment)

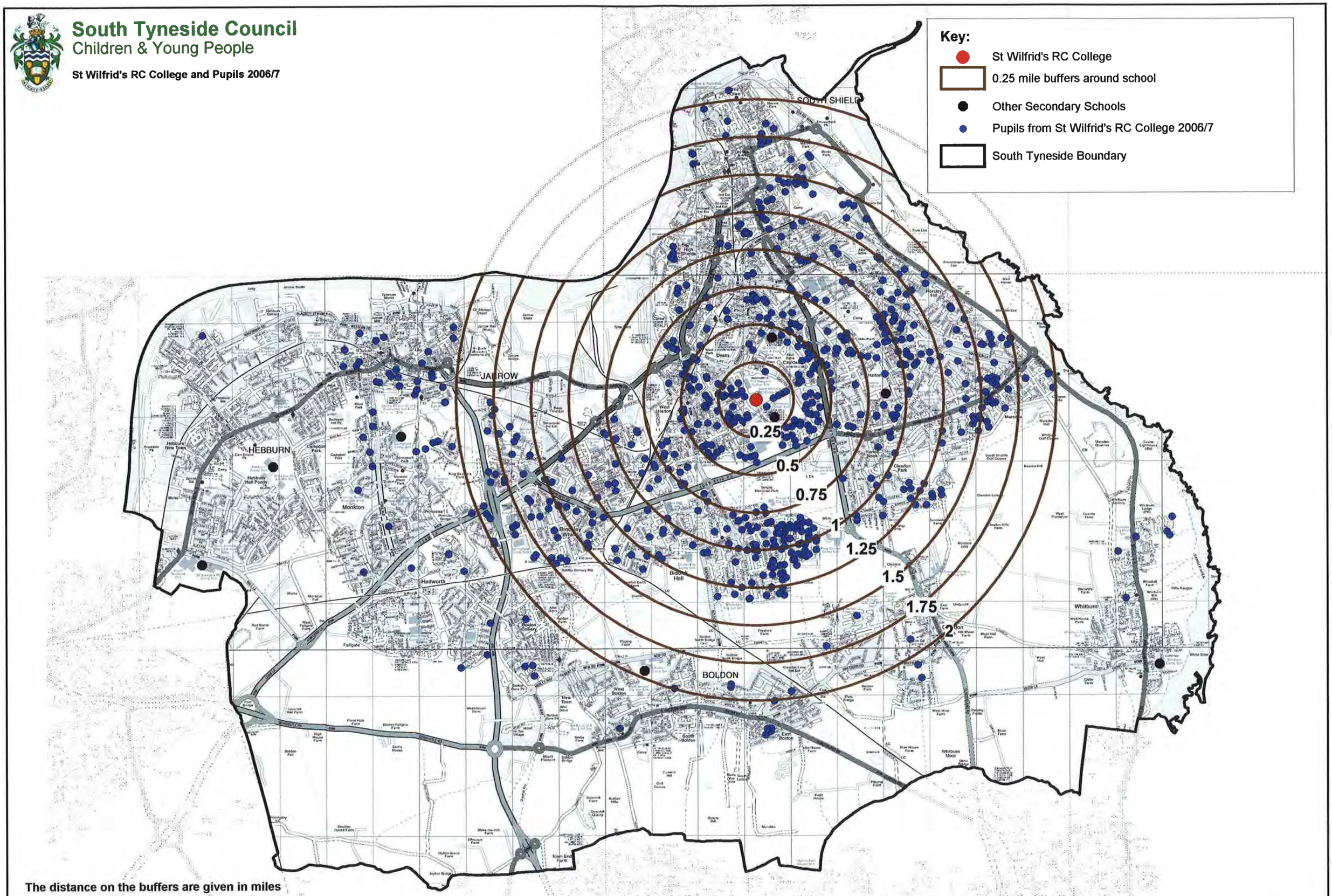
Appendix B – School Catchment Information

South Tyneside Council
Children & Young People

St Wilfrid's RC College and Pupils 2006/7

Key:

- St Wilfrid's RC College
- 0.25 mile buffers around school
- Other Secondary Schools
- Pupils from St Wilfrid's RC College 2006/7
- South Tyneside Boundary



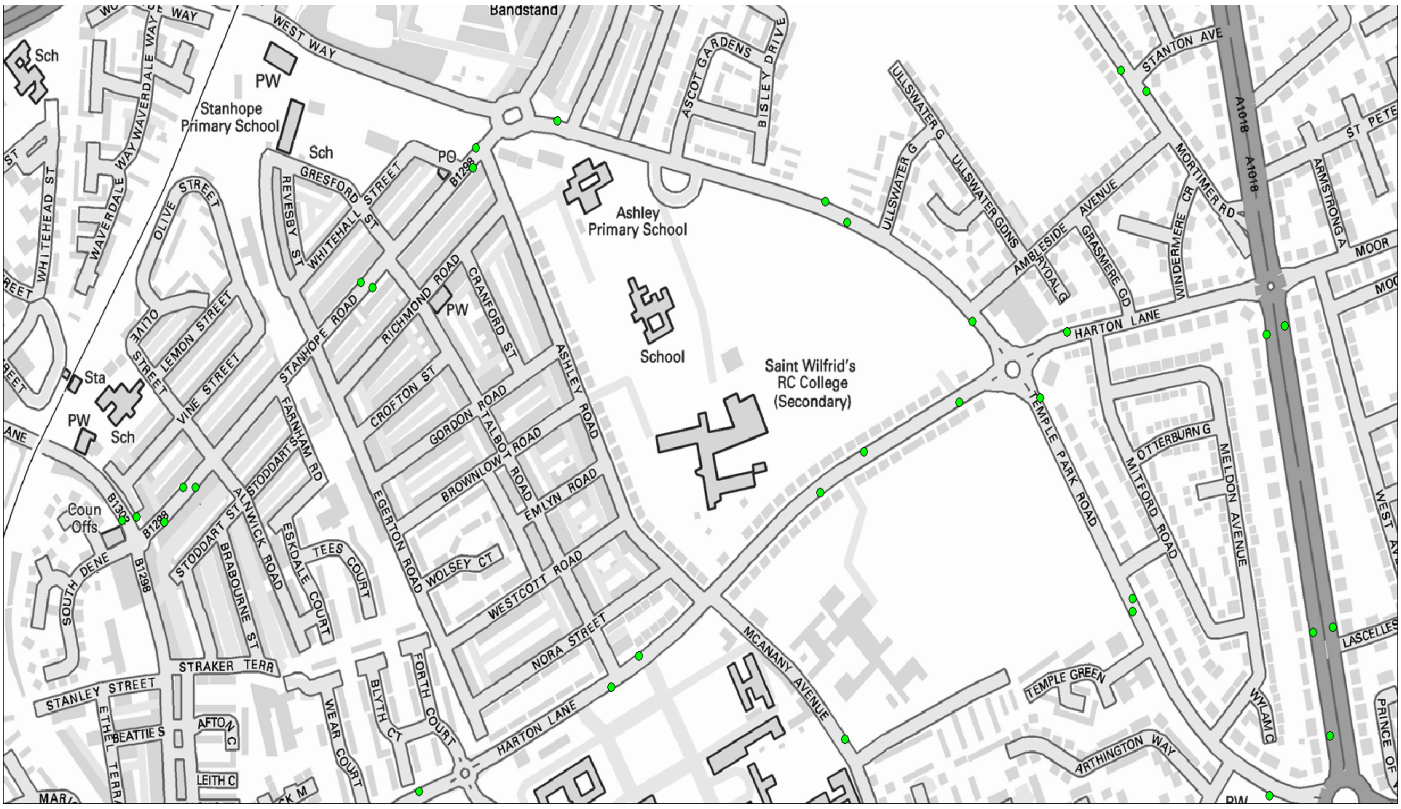
The distance on the buffers are given in miles

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Appendix C – Accident Information (appended as PDF attachment)

Appendix D – Public Transport Information (appended as PDF attachment)

Bus Stop Locations



Green Dot = Bus Stop

Appendix E – Travel Survey Results 2017

Age of Pupil

Age	Total	%
11	190	21
12	171	19
13	163	18
14	154	17
15	117	13
16	63	7
17	45	5
Totals	903	100

Year Group

Year	Total
7	186
8	169
9	165
10	157
11	115
12	63
13	48
Totals	903

Distance from School

Distance (miles)	Miles
1m to 2m	397
3m to 5m	361
5+	145

Travel Mode

To School			From School		
Mode	**No.**	**%**	**Mode**	**No.**	**%**
Walk	286	32	Walk	310	35
Cycle	54	6	Cycle	53	6
School Bus	143	16	School Bus	133	15
Own Car	161	18	Own Car	133	15
Lift in Car	116	13	Lift in Car	80	9
Public Bus	108	12	Public Bus	151	17
Other	27	3	Other	26	3
Total	895	100	Total	886	100

Gender

Gender	No.
Male	440
Female	463

Travelled to School with

Mode	To School	From School
Alone	125	97
Friends	492	607
Parents / Carer	188	105
Siblings	72	61
Other	18	9

School Drop Off Point

Street	To School
On School Site	82
Harton Lane	273
Ashley Road	114
Temple Park	26
Other	21

Preferred Choice of Travel

To School			From School		
Mode	**No.**	**%**	**Mode**	**No.**	**%**
Walk	251	28	Walk	282	32
Cycle	135	15	Cycle	123	14
School Bus	99	11	School Bus	105	12
Own Car	224	25	Own Car	194	22
Lift in Car	90	10	Lift in Car	70	8
Public Bus	54	6	Public Bus	62	7
Car Share	9	1	Car Share	9	1
Other	36	4	Other	35	4
Total	898	100	Total	880	100

Travel Time to / from School

To School			From School		
Time	**No.**	**%**	**Time**	**No.**	**%**
5-10mins	458	51	5-10 mins	415	47
15-25mins	314	35	15-25mins	309	35
30-45mins	63	7	30-45mins	80	9
45mins to 1 hour	45	5	45mins to 1 hour	53	6
Over 1 hour	17	2	Over 1 hour	27	3
Total	897	100	Total	884	100

Do you own a Bike?

Answer	Number
Yes	791
No	109

Are you Allowed to use your bike?

Answer	Number
Yes	475
No	151
Not sure	244
Totals	**870**

Have you completed Cycle Proficiency?

Answer	Number
Yes	823
No	72

What would make it easier to walk to school (3 answers per response)?

Reason	No.	%
Safer Crossings	**422**	**24**
Better Street Lighting	35	2
Cleaner Footpaths	141	8
Someone to Walk with	**299**	**17**
Wider footpaths	70	4
Slower Traffic	176	10
Less Traffic	**387**	**22**
Training on how to cross the road	18	1
If it didn't take as long	194	11
Other	18	1
Total	1760	100

What would make it easier to use Public Transport (3 answers per response)?

Reason	No.	%
School Bus to my school	168	11
Bus Stop closer to home	**182**	**13**
Got to School on time	126	11
More Frequent Bus Services	215	10
More reliable	**153**	**12**
Someone to travel with	97	9
Improved Street Lighting	14	0
Cheaper Fares	**278**	**24**
Safer Route	24	2
Direct Service	53	2
If it didn't take as long	109	5
Other	40	1
Total	1651	100

What would make it easier to Cycle (3 answers per response)?

Reason	No.	%
More Cycle Lanes	**360**	**22**
Slower Traffic	180	11
Less Traffic	**295**	**18**
Better Street Lighting	49	3
Someone to ride with	279	17
Training	66	4
Route Planners	66	4
Showers / Changing at school	16	1
Storage	180	11
Security Locks	131	8
Other	16	1
Total	1638	100

Appendix F – Staff Survey Results (115 responses)

Total Responses – 115

Days Worked

Day	Total
Monday	115
Tuesday	114
Wednesday	114
Thursday	115
Friday	108
Saturday	25
Sunday	0
Totals	591

Distance from School

Day	Total
1-2km	15
3-5km	38
5+km	57
Total	110

Travel Mode to / from school

To School			From School		
Mode	**No.**	**%**	**Mode**	**No.**	**%**
Walk	15	13	Walk	15	13
Cycle	87	3	Cycle	87	3
Own Car	5	76	Own Car	5	76
Lift in Car	2	4	Lift in Car	2	4
Public Bus	2	2	Public Bus	2	2
Other	4	3	Other	4	3
Total	115	100	Total	115	100

Car Travel option

Car	No.
Yes	77
No	27
Sometimes	8

Part of Car Sharing Scheme

Car	No.
Yes	10
No	92
Sometimes	8

Time to get to / from school

To School			From School		
Mode	**No.**	**%**	**Mode**	**No.**	**%**
5-10mins	26	23	5-10mins	26	25
15-25mins	38	33	15-25mins	38	33
30-45mins	29	25	30-45mins	29	24
45-60mins	16	14	45-60mins	16	14
60+	5	5	60+	5	4
Total	114	100	Total	114	100

Extra Curricular Activities

Days	Before	After
Everyday	15	8
1 per week	8	18
2 per week	14	27
3 per week	12	18
4 per week	86	76
Never	56	63

What would make it easier to walk to school (3 answers per response)?

Reason	No.
Safer Crossings	13
Better Street Lighting	8
Cleaner Footpaths	13
Wider footpaths	4
Slower Traffic	3
Less Traffic	13
Nothing	**62**
Other	6
Total	122

What would make it easier to Cycle? (3 answers per response)

Reason	No.
Cycle Lanes	27
Slower Traffic	13
Less Traffic	13
Route Planner	3
Shower / Changing Facilities	18
Storage	18
Locking Facilities	**22**
Other	8
Total	122

What would make it easier to use Public Transport? (3 answers per response)?

Reason	No.
Closer to home	21
Closer to School	**23**
Arrival Time	10
Frequency	14
Reliable	9
Cheaper	**24**
Safer Route	2
Fewer Changes	3
Direct	10
Journey Time	13
Other	3
Total	132

Where do you park?

Reason	No.
School Site	84
Harton Lane	5
Ashley Road	3
Temple Park Road	0
Other	3

Appendix G – Site Plan



Appendix H – Parent and Pupil Draft Questionnaire (Appended as PDF)