

St Wilfrid's RC College

School Travel Plan
2022 Update

School Travel Plan on behalf of
St Wilfrid's RC College

April 2022

MILESTONE
TRANSPORT PLANNING

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1. Introduction and Scope

Introduction

1.1 St Wilfrid's RC College is committed to improving the environment, encouraging alternative modes of travel to the private car, and increasing pupil fitness to reduce a number of health issues. The implementation of this School Travel Plan (STP) is overseen by the head of the school and the appointed Travel Plan Coordinator (TPC) in liaison with South Tyneside Council (STC).

1.2 A previous version of the STP was approved and implemented alongside the redevelopment of the college in 2017 (STC planning reference: ST/0645/17/COND). This document serves as an update to the 2017 STP, as required by Condition 5 of planning permission ref: ST/0955/20/FUL for a two storey extension of the school which will be complete in Spring 2022. The current version of the STP builds on the 2017 document and provides additional measures to reduce the reliance on the private car for commuter trips and 'drop-offs' / 'pick-ups'.

1.3 The purpose of this STP is to review and update the objectives and targets in relation to the school, based on 2022 travel survey data, set out the measures to be implemented to encourage sustainable travel and define the strategy for implementation, monitoring and ongoing review of the STP in conjunction with STC. The scope of the STP has been agreed by the school and STC.

What is a School Travel Plan?

1.4 A School Travel Plan is a document created to address the travel and transport needs of a school. Overall, an STP aims to move the school community away from an over-reliance on private vehicles trips to and from school, towards more sustainable modes of transport (including walking, cycling and public transport).

1.5 The STP will have a holistic focus and will be integrated into the life of the school. There are a number of aspects to consider when creating an STP, including:

- The environment – to increase the use of sustainable modes of transport;
- Health and fitness – to encourage active forms of transport;
- The local community – to decrease congestion for local residents and make appropriate and justified changes to the local road network and public transport, and;
- Road safety – to improve traffic awareness for pupils and reduce the number of cars associated with the school at the start and end of the school day.

1.6 A STP seeks to involve the whole school community including pupils, parents, governors and staff (teaching and non-teaching), and will increase awareness of the transportation and road safety issues.

Why is a School Travel Plan Needed?

1.7 STPs help to reduce vehicles on the local highway network for journeys to and from school and encourage more active and sustainable modes of transport for getting to and from school including walking, cycling, car sharing and the use of public transport.

1.8 The main purpose when developing and implementing a STP is to:

- Reduce congestion;
- Encourage active and sustainable modes of transport;
- Improve health;
- Reduce pollution, and;
- Help pupils get into 'sustainable travel habits' from an early age.

1.9 St Wilfrid's RC College is currently involved in 'Healthy Schools' initiatives and undertakes a number of curriculum based activities which are relevant to school related travel. The school also has behaviour policies which extend to travel on local public bus services.

Benefits of STPs

1.10 For the school:

- Improved safety when entering and leaving the school site;
- Reduced congestion on the local highway network;
- Establishing safer walking and cycling routes;
- Contributions to environmental policies, and;
- Links to the national curriculum.

1.11 For the local community:

- Improvements to the local environment, by reducing air and noise pollution;
- Reduced congestion for local residents;
- Improved walking routes, and;
- Improved road safety.

1.12 For the parents:

- Reduced stress and time spent in traffic;
- Increased parent-child contact, and;
- The opportunity to build better links with the school.

1.13 For the children:

- Improved health and fitness from walking and cycling;
- Improved travel awareness and road user skills, and;
- Improved awareness of the local surroundings.

Policy Background

1.14 In preparing this STP, reference has been made to the National Planning Policy Framework (July 2021) and STC online advice.

National Planning Policy Framework (July 2021)

1.15 The most recent revision of the National Planning Policy Framework (NPPF) was released in July 2021. The NPPF promotes sustainable transport as a key thread and paragraph 104 highlights the importance of considering transport issues from the earliest stages of development proposals to ensure that:

- Potential impacts on transport networks can be assessed;
- Opportunities from existing and proposed transport infrastructure, changing transport technology and usage are realised;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- Environmental impacts of traffic and transport infrastructure are identified, assessed and considered – identifying opportunities for avoiding and mitigating any adverse effects and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

1.16 Paragraph 105 goes on to state that: "*The planning system should actively manage patterns of growth…Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes…*"

1.17 Paragraph 110 requires specific allocations for development to ensure that:

- Appropriate opportunities to promote sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas and other transport elements and standards reflect national guidance, and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.18 Paragraph 110 requires that application for development should:

- First, give priority to pedestrians and cyclist, both within the scheme and with neighbouring areas;
- Second, so far as is possible, facilitate access to high quality public transport, maximising catchment areas to services and implementing appropriate facilities to encourage use;
- Address the need of people with disabilities and reduced mobility;
- Create places that are safe, secure and attractive which minimise conflicts between pedestrians, cyclists and vehicles;
- Allow for the efficient delivery of goods and access by service and emergency vehicles; and

- Be designed to enable charging of plug-in and other ultra-low emission vehicles.

South Tyneside Local Development Framework – Core Strategy (June 2007)

1.19 The Core Strategy is part of the current Local Plan that guides future developments in South Tyneside.

1.20 Strategy ST2 – Sustainable Urban Living states that priority is given to alternative modes of transport to the private car and a travel plan is required for any development which would have significant transport implications.

South Tyneside Local Development Document SPD7 'Travel Plans' (April 2010)

1.21 Also a part of the current Local Plan, SPD7 states that all schools should have a Travel Plan in place and revisions may be required if circumstances change within the development proposals.

1.22 SPD7 goes on to say that school travel plans have the benefits of improving health through exercise and reducing carbon emissions.

Report Structure

1.23 The remainder of the STP is structured as followed:

- Section 2 outlines the aims and objectives of the STP;
- Section 3 provides an overview of the school, its access arrangements and details the existing conditions of the local highway network;
- Section 4 assesses the accessibility of the site including pedestrian and cycle infrastructure, and public transport;
- Section 5 details the management of the STP, including details of the Working Group and sets out the initiatives of the STP;
- Section 6 summarises the previous and updated survey results;
- Section 7 states the previous objectives and targets set within previous versions of the STP and provides details of the action plan;
- Section 8 outlines the consultation process of the STP, and;
- Section 9 provides details of the monitoring and review process.

2. Aims and Objectives

Aims

2.1 St Wilfrid's RC College aims to ensure that everyone travelling to and from the school is aware of/and chooses sustainable travel options to access the site, for different journey purposes. The school will actively encourage staff, pupils and parents/carers to make more sustainable travel choices that minimise unnecessary car use and maximise local environmental and health conditions.

2.2 The primary aim is to reduce the impact of single-purpose private vehicles for trips, associated with the school, to reduce the impact on the local environment by:

- Encouraging safe and viable alternatives to the private car for school journeys;
- Achieving a reduction in private vehicle mileage, leading to a corresponding reduction in pollution;
- Improving the safety for pedestrians and cyclists, and;
- Raising awareness of environmental impacts, relating to health and involving transport.

Objectives

2.3 The aims are supported by objectives that are in accordance with national and local planning policies. A core objective of the STP is to ensure that staff and pupils travel to and from the school by sustainable modes of transport where possible and that they are offered assistance in finding routes where they can safely and conveniently use these modes.

2.4 The key objectives of the STP are as follows:

- To encourage staff, pupils and parents/carers to support the aims of the STP to reduce trips by the private car to and from the school in favour of using more sustainable modes of transport;
- To reduce congestion on surrounding roads to improve road safety and minimise the effects in terms of emissions;
- To maximise opportunities for the use of sustainable modes of travel;
- To increase awareness of the health benefits of walking and cycling to the school, and;
- To raise awareness of road safety and environmental issues.

3. St Wilfrid's RC College Overview

School Context

3.1 St Wilfrid's RC College is a Catholic secondary school, with 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 College has seven year groups for pupils aged from 11-18 and current school numbers are approximately 1,300 pupils. This includes students at St Wilfrid's and Career College North East students with whom the school works in partnership with Tyne Met College to provide a mix of vocational and school based education packages.

3.3 Pupil numbers have been increasing steadily since 2010, and new extension will allow the school to have the capacity for approximately 1,500 students in total and will facilitate projected pupil growth as identified by STC.

3.4 Although pupil numbers have been increasing, staff numbers have remained relatively stable and are not currently predicted to increase further in the future. In total there are 120 staff members comprising of:

- 88 teachers – 84 full-time and 4 part-time, and;
- 32 support staff – 17 full-time and 15 part-time.

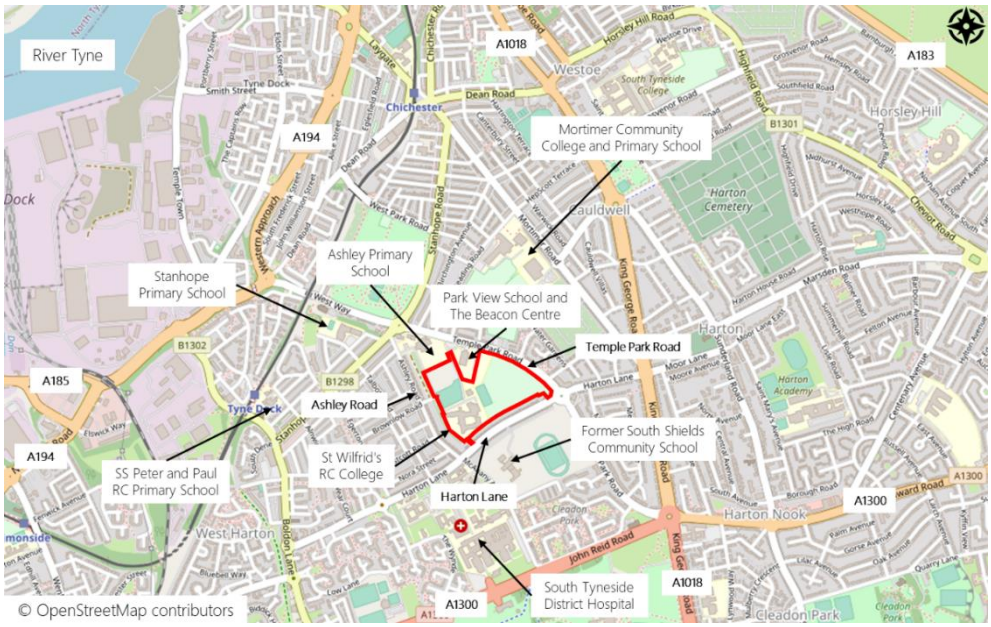
3.5 The current hours of operation are as follows:

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

Location and Local Highway Network

3.6 The school is located approximately 2.6km south of South Shields town centre, within the suburban area of West Harton. There are several other educational land uses within an approximate radius of 400m of the school site, including Ashley Primary School and Park View School to the north. The remainder of the local area primarily comprises of residential estates and the South Tyneside District Hospital, which is located approximately 450m south of the school. The location of the school site is shown in Figure 1.

Figure 1 School Location



3.7 The school is bounded by northeast Temple Park Road, Ashley Primary School and Park View School and Beacon Centre, the south by residential dwellings on Harton Lane and to the west by allotments to the rear of residential dwellings on Ashley Road.

3.8 Figure 2 provides a view of the school in the context of the local highway network.

Figure 2 Local Highway Network



3.9 Figure 3 shows the features of the local highway network.

Figure 3 Features on the Local Highway Network



Temple Park Road

3.10 Temple Park Road runs along the northern and eastern boundaries of the school and is a distributor road that serves multiple 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 northern side and a shared footway/cycleway on the southern side.

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

3.12 There is also double yellow lining in the vicinity of the school access and in the bellmouths of adjacent residential streets to the north, along with pedestrian guard rail that runs along the southern 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.

3.13 During the morning and afternoon school peaks, crossing patrols operate at the following locations:

- Temple Park Road/Stanhope Road/West Way roundabout – Stanhope Road arm;
- 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

3.14 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.

3.15 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

3.16 Ashley Road runs north-south, to west of the school. The road is a residential street with 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.

3.17 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.

3.18 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

3.19 An update on Personal Injury Collision (PIC) data is considered appropriate, as the 2017 version of the STP only provides an analysis up to April 2017. As such, accident records from May 2017 to June 2021 have been extracted from the 'Crashmap' database (www.crashmap.co.uk), which provides the most recent data that is available. The study area covers the roads on the perimeter of the school, including Temple Park Road, Stanhope Road roundabout, Ashley Road and Harton Lane.

3.20 During this time period, there were eight incidents in total within the study area, all of which resulted in 'slight' injuries. There were no serious or fatal incidents recorded. The total number of incidents within the time period equates to approximately 2 collisions per year.

3.21 Of the eight incidents, four occurred during typical school operating hours, the other four collisions involved motor vehicles only and occurred after 17:00, where it is expected there will no longer be pupils on the school grounds. Of the four incidents occurring in school hours, there was only one collision in the morning which involved an adult cyclist and car at Stanhope Road roundabout. The remaining three incidents all involved school-aged children and occurred after 15:00, the incidents are summarised as follows:

- October 1st 2018, 15:20 – A car collided with a pedestrian (aged 11-15) that was crossing the road away from a formal crossing facility on Temple Park Road adjacent to the school access. The collision occurred in dry and fine conditions.

- May 9th 2019, 15:30 - A car collided with a pedestrian (aged 11-15) that was crossing the road away from a formal crossing facility on Temple Park Road to the east of the main school access. The collision occurred in dry and fine conditions.
- November 26th 2020, 15:15 – A car and a cyclist (aged 11-15) were both in the act of turning right at Stanhope Road roundabout, the offside of the car collided with the front of the pedal cycle. The collisions occurred in dry and fine conditions.

3.22 As three of the incidents involved school-aged children, it is important to note that the STP aims to discourage car use and educate pupils on road safety to reduce the number of accidents associated with pupil movements. There are also crossing patrols in place during the morning and afternoon school periods to provide safe crossing points for pedestrians.

3.23 Overall, a total of eight PICs, on the local highway network, in the vicinity of the school is considered to be within normal expectations, when considering the time frame and extent of the study area. Notwithstanding this, the STP aims to reduce incidents through positive measures to discourage car use for school journeys.

4. Accessibility & Parking

Pedestrian & Cycle Accessibility

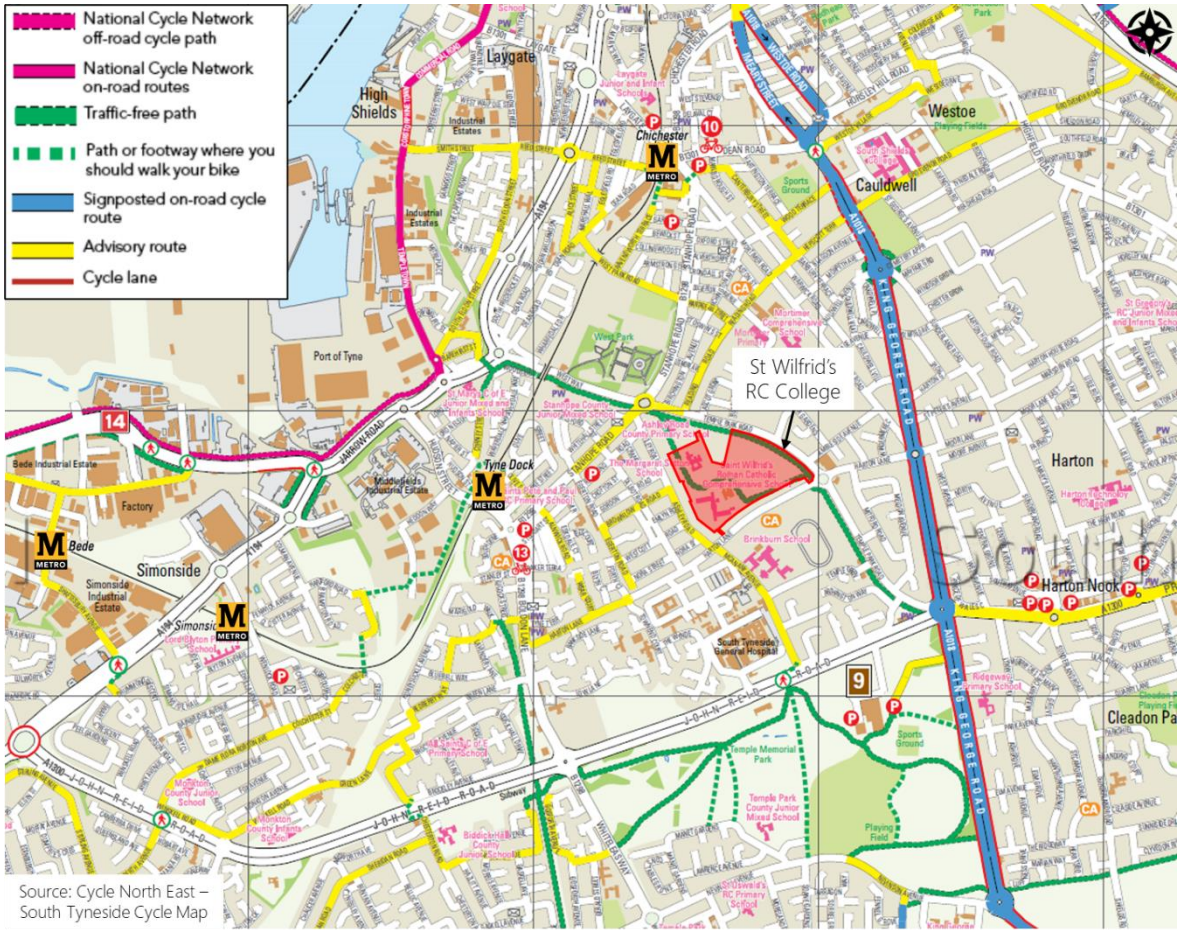
4.1 It is generally recognised that a walking distance of 2km and a cycling distance of 5km are reasonable for commuting and school journeys.

4.2 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.

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

4.4 There is an extensive network of local cycle routes in the vicinity of the school, as illustrated in Figure 4. 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 4 Local Cycle Routes



Source: Cycle North East – South Tyneside Cycle Map

4.5 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.

4.6 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.

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

Bus Accessibility

4.8 The nearest bus stops are located on Temple Park Road (within 450m walking distance of the main school building) and Harton Lane (within 200m walking distance of the main school building).

4.9 Scholars buses including the 525, 812 and 816 services currently use the loop road and bus stops at the school gate during the school peaks.

4.10 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.

4.11 Temple Park Road has a mix of on-carriageway and lay-by bus stops, with shelters, timetables and flags. These stops are served by commercial services 5 and 26 and school services 804N, 525 and 812.

4.12 The bus stops on Harton Lane are both located on-carriageway and have a timetable and a flag sign. These stops are served by commercial services 5, 12 and 26 and school services 525 and S825.

4.13 Table 4.1 provides a summary of the bus services.

Table 4.1 Summary of Local Bus Services

Service	Monday – Friday (Hours)	Maximum Frequency	Route
5	06:02 – 00:04	Up to 2 per hour	South Shields – Boldon Colliery – Fellgate – Jarrow
26	06:31 – 23:51	Up to 3 per hour	Jarrow – South Tyneside Hospital – South Shields
804N	08:12	1 am service	St Wilfrid's – Cleadon Village – Boldon Colliery – Whitburn
525	08:09 and 15:52	1 am and 1pm service	Jarrow – Simonside – Harton Moor – St Wilfrid's
812	08:45	1 am	St Wilfrid's – Cleadon Pond – Harton Moor – Bolden Colliery
816	15:20	1pm service	St Wilfrid's – Cleadon Pond – Harton Moor – Bolden Colliery
12	06:39 – 22:40	Up to 2 per hour	Cleadon – Tyne Dock – South Shields
S825	16:56	1 pm service	Hebburn – Boldon Colliery – Cleadon – South Shields

4.14 All three commercial services provide sustainable links to the local and wider catchment area. Services 5, 12 and 26 provide a realistic travel choice for both pupils and staff. The provision of four scholars services also provide an attractive mode of transport for pupils during the morning peak period.

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

Metro Accessibility

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

4.17 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.

4.18 During weekdays, between 07:00 – 19:00, up to five trains per hour travel in each direction from Tyne Dock Metro station. Table 4.2 provides a summary of journey times to key destinations from the station.

Table 4.2 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

4.19 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.

Access Arrangements

4.20 The main vehicular access to the school is from a 'loop road' that connects to Temple Park Road. The loop road is one-way and is used as a school drop-off and pick-up area. Staff and visitors are permitted to use this vehicular access point and access is monitored via an intercom and automatic gate.

4.21 There is a secondary gated access from Harton Lane, which is mainly used by Sixth form students but also forms the access to the site manager's house, which is currently not occupied. Access is gained from student cards to allow the gate to open.

4.22 There is a further vehicular access from Brownlow Road, via Ashley Road, for service and delivery vehicles. The gate at this access is generally closed, with access being obtained via a push button and intercom.

4.23 Transport needs for activities away from the school are almost all met through the use of the school's minibus, although occasionally buses or coaches are hired as needed. The minibus is currently parked in the car park in front of reception.

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

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

Parking Arrangements

Car Parking

4.25 There are 110 parking spaces in the school car parks that are mainly used by staff, although there is limited use for sixth-from students and visitors.

4.26 The school site also has a designated area for overflow parking for when the school hosts events, such as parent's evenings, to minimise disruption to the local road network.

4.27 Currently there are no formal car parking management measures, although there is an automatic barrier at the main entrance.

Cycle Parking

4.28 There is cycle parking on site provided near the car park area and near the access on Harton Lane. Cycle parking spaces are available for all pupils and staff to use. The majority of pupils have a locker which provides storage for cycling equipment (e.g. helmets and coats).

School Run Pick-up/ Drop-off

4.29 Parents are not generally permitted to enter the school site to pick-up/drop-off pupils and this is normally done on-street or in public parking areas (including the Temple Park car park).

4.30 It is of note that the school is not aware of any significant neighbourhood issues resulting from day-to-day school run activity.

5. School Travel Plan Management and Initiatives

Travel Plan Coordinator

5.1 St Wilfrid's RC College places importance on the role of the Travel Plan Coordinator (TPC) to deliver the aims and objectives of the STP. The TPC details are as follows:

- Paul Given, Senior Assistant Headteacher: St Wilfrid's RC College, Temple Park Road, South Shields, NE34 0QA.

5.2 The primary responsibilities of the TPC are to implement, communicate, monitor and manage the measures outlined in the STP to ensure it meets the aims, objectives and agreed targets. The overall role of the TPC involves:

- Overseeing the development and implementation of the STP;
- Ensuring staff and pupils are aware of travel options to/from school, including by foot, bicycle and public transport;
- Offering assistance to staff and pupils to identify safe routes for using sustainable modes of transport;
- Providing travel planning material to staff, pupils and parents including:
  - Welcome packs providing clear information on local walking, cycling and public transport routes;
  - Advice to parents committed to travel by active and sustainable modes as an alternative to private car;
  - Travel behaviour policies including agreeing to act appropriately on public transport and to use acceptable parking locations;
- Coordinating the existing STP working group;
- Organising the necessary surveys and data collection exercises in order to develop/review the STP including questionnaires to staff and pupils;
- Formal monitoring of the STP progress on an annual basis, including a review meeting with South Tyneside Council to agree any changes required; and
- Reporting to the wider school and governors.

5.3 A budget will be allocated to the TPC for implementing, managing and reviewing the STP. This budget will also cover any costs associated with the provision of infrastructure to support the implementation and on-going management of the STP and any remedial actions as required.

Existing Travel Plan Working Group

5.4 The school holds meetings with parents, teachers, governors and members from the Council, to provide the opportunity to raise any problems that arise during journeys to/from school. As part of these meetings the members of the Working Group are agreed annually.

5.5 The Working Group assisted in the production of the 2017 STP and comprises of:

- Travel Plan Coordinator;
- Pupils;
- Parents;
- Teachers;
- Governors;
- Local residents, and;
- A representative from South Tyneside Council.

5.6 The main functions of the Working Group include:

- Assisting the TPC in the implementation of the STP;
- Reviewing the questionnaire analysis and recommending any other measures to be implemented;
- Highlighting any additional problems arising on the journey to/from school;
- Considering the policies to be included in the STP;
- Ensuring active pupil involvements in the STP, with the possibility of inclusion within the curriculum;
- Assisting in setting achievable targets, and;
- Assisting in the monitoring and updating of the STP.

Administration

5.7 Administration of the STP involves the maintenance of necessary systems, data, paperwork, consultation and promotion. The TPC is responsible for carrying out the administrative duties which include the regular monitoring and updates of the STP document.

5.8 In the interest of confidentiality, any correspondence or data collected for the purposes of the STP are to be maintained by the TPC alone. Specifically in relation to the operation of the STP, the TPC will maintain details of travel patterns, monitoring records, historic review reports (for analysis of the longer term effectiveness of the Plan), details of meetings and feedback from the Working Group as well as any general observations.

Publicity

5.9 The success of the STP relies on effective communication strategies to ensure that governors, staff, pupils and parents/guardians are made fully aware of the principles and initiatives established. Accordingly the TPC will continue to market and promote the STP through a range of channels including:

- The school website, notice boards, newsletters and social media;
- Welcome packs for pupils/staff detailing walking, cycling and public transport routes;
- Travel behaviour policies, to be followed by pupils and parents/carers;
- Curriculum based activities in the classroom;
- School prospectus;
- Parents evenings, and;
- Meetings and Open Days.

Initiatives in Place

5.10 St Wilfrid's RC College is committed to promoting the opportunities for sustainable and active transport modes, as well as minimising the impact of travel to/from the school on other road users. As such a number of initiatives have been designed to facilitate more sustainable modes of transport.

Pedestrian Facilities

5.11 The school will ensure that all appropriate pedestrian facilities are adequately signed and maintained to ensure that pedestrian and vehicle movements are segregated.

Cycle Facilities

5.12 There is currently a provision of 80 covered cycle racks of "Sheffield" design, which allows for 160 cycles to be parked on site. This complies with STC guidance that states one rack should be provided per ten pupils at the school.

5.13 Cycle parking will be reviewed and if necessary increased as part of the STP actions to encourage more sustainable and active modes of travel.

School Bus Facilities

5.14 Three bus stops have been provided, in a bus only area, at the loop access at Temple Park Road. Singing and lining has also been provided, which prohibits the use of this area for other vehicles, including parent's/carer's cars.

5.15 There are currently three morning and three afternoon scholar services providing sustainable travel for a number of pupils. Nexus requested that three bus stops remain within the 'loop' access on Temple Park Road to allow for any expansion in service.

5.16 A segregated footway links the bus drop off/pick up stops with the main entrance of the school. Pupils and staff following this route will have to cross an access to an area of the car park, but the road has been designed to give priority to pedestrians over vehicles.

Public Transport Facilities

5.17 As previously discussed, public transport users will be able to access a number of bus stops on Harton Lane and Temple Park Road. This is facilitated by a number of footpaths/footways in and around the school site.

Vehicle Facilities

5.18 The main vehicle access to the site is from Temple Park Road, with service and delivery vehicles accessing the site from Ashley Road. Limited vehicle access from Harton Lane is also available, although this is the access to the Site manager's property and to access the school minibus. The Harton Lane access is controlled using bollards.

5.19 There is a total provision of 110 parking spaces to cater for school staff and visitors and 6 of these are designated as accessible parking spaces.

Providing Information

5.20 The following initiatives are in place for providing information about the STP and it's initiatives:

- STP information is included in the school prospectus and on the school's website for the wider school community to see;
- A notice board is accessible to pupils, staff, parents/carers and visitors and will provided details of school journeys including information on school and public bus services and local walking/cycling routes.
- An arrival pack for new pupils is provided to parents/carers and includes school journey details and information on the STP and its initiatives, and;
- Homework club timetables are used to minimise the need for carrying extra materials to/from school.

5.21 The following initiatives are also shared with pupils, staff and parents/carers to work towards the aims and objectives of the STP:

- Car share schemes are encouraged for staff, pupils and the wider community;
- Increasing the awareness of the environmental and health issues associated with private vehicle use through the school curriculum, and;
- Provision of cycle training on public roads.

Staff Travel Arrangements

5.22 As previously discussed, there is a provision of 110 parking spaces. Although staff at the school are encouraged to join car sharing schemes.

5.23 It is recognised that most teachers have to transport resources and work for marking to and from school regularly, which proves difficult to commit to travelling on public transport. This STP does not expect staff to fully change their mode of travel, but does encourage them to consider sustainable and active modes of travel when it is possible to do so.

Car Sharing

5.24 The TPC implements and manages a car sharing database where parents/carers can register their details in order to find other members of the school that they can car share with.

5.25 Details of the scheme are provided on the school website so that everyone is are aware of how it works and how to register with the scheme.

5.26 Benefits of car sharing are set out on the website for pupils and parents/carers to see. The financial and environmental benefits are made clear as well as the potential to save time. Even if it cannot be a daily commitment, parents/carers are encouraged to consider car sharing to support the STP aims and objectives.

5.27 Staff are also encouraged to car share. The TPC encourages the use of the nationally-recognised 'Liftshare' (https://liftshare.com/uk) where they can register their details as interested car sharers with people outside of the school community. This gives staff the opportunity to car share with people who live and work near them.

Developing the School Travel Plan

5.28 The Working Group will be re-established as a Travel Plan Management Group as part of this update to encourage different members of the school community to get involved in the STP process.

5.29 The Travel Plan Management Group will monitor the progress of the STP and suggest improvements based on their knowledge of actually working and using the school, so that they can implement initiatives that will benefit their travel habits.

6. Survey Results

Historic Survey Results

6.1 A number of surveys have been previously undertaken to determine the main mode of travel to and from the school. These surveys all pre-dated the Covid-19 pandemic, which has significantly affected travel behaviour. The findings of these surveys are set out below as a reference point for consideration of the latest 2022 survey results, although it may be difficult to draw too many conclusions from a comparison of the results due to the ongoing impacts of the pandemic.

6.2 The first travel survey was undertaken in April 2002, but had a poor response rate.

6.3 A second 'hands up' survey was undertaken on the 19th January 2005. A total of 778 pupils were surveyed and the results 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.

6.4 A third survey was undertaken in November 2007 where 798 pupil responses were received and the results 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 Metro.

6.5 A fourth survey was carried out in February 2017, and included students in the post 16 education category and staff. The survey received 903 pupil responses as detailed below:

- 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 Metro.

6.6 The survey also received 115 staff responses detailed as follows:

- 2% of staff travelled to/from school by bus;
- 80% of staff travelled to/from school by car (either in their own car or a lift in a car);
- 13% of staff walked to/from school;
- 2% of staff cycled to/from school, and;
- 3% of staff travelled to/from school by other modes.

2022 Survey Results

6.7 The results of the previous surveys gained fairly similar responses, although over time they show that fewer pupils travel to/from school by bus, the number of pupils walking and cycling to/from school has remained fairly stable. In 2017 there had been a slight increase in the number of pupils travelling by car from 25% to 27%. The surveys also show that a high proportion of staff use a car as their main mode of travel to/from the school.

6.8 The most recent survey was undertaken in March 2022 and also comprised of two separate surveys, one for staff and one for students. It received 301 pupil responses and 20 staff responses. Detailed results are attached as Appendix 1.

6.9 The pupil responses are summarised as follows:

- 23% of pupils travelled to/from school by bus (either a school bus or public bus);
- 30% of pupils travelled to/from school by car (either in their own car or a lift in a car);
- 37% of pupils walked to/from school;
- 9% of pupils cycled to/from school, and;
- 1% of pupils travelled to/from school by other modes.

6.10 Staff responses are summarised as follows:

- 0% of staff travelled to/from school by bus (either a school bus or public bus);
- 90% of staff travelled to/from school by car (either in their own car or a lift in a car);
- 0% of staff walked to/from school;
- 0% of staff cycled to/from school, and;
- 10% of staff travelled to/from school by other modes.

6.11 It is of note that 301 student surveys were returned but some students had ticked more than one option to reflect their changing travel patterns throughout the week.

6.12 Overall the proportion of staff that mainly travel to work by car has increased since the previous survey from 80% to 90%. However, as previously acknowledged this STP does not aim to encourage staff to fully commit to more sustainable modes of transport, but rather encourage them to consider alternative modes where appropriate.

6.13 It is also shown that the proportion of students travelling to/from school by bus has decreased from 32% to 23%, whilst car usage has slightly increased from 27% in 2017 to 30%. The could in part be due to the effects of the pandemic, which have affected bus patronage.

6.14 Although car usage has increased slightly and bus usage has decreased, there has been an increase in the use of active transport as walking has increased from 33% to 37% and cycling has increased from 5% to 9%, since the previous survey in 2017. This highlights that the school is currently operating good strategies that encourage students to use more sustainable and active travel modes in favour of the private car.

6.15 Overall, the 2022 survey results compare fairly well with previous findings, particularly given the effects of the pandemic, which are likely to have had a negative impact on bus travel.

7. Action Plan and Targets

7.1 The key aim of the STP is to increase awareness of travel options to/from the site to encourage staff, visitors, parents/carers and pupils to make active and sustainable travel choices to reduce overall car usage. In order to achieve the aims and objectives of the STP, it is recognised that a clear set of targets is required which success can be assessed against. This will be achieved through and Action Plan. The targets and milestones within the Action Plan are designed to be transparent, realistic and justified in the context of local and national government guidance.

7.2 The Action Plan is not intended to be exhaustive and the TPC, in discussion with the Travel Plan Management Group, will review and revise the actions as appropriate and investigate other potential initiatives, whilst monitoring the performance of the STP. The Action Plan is shown in Table 7.1.

7.3 The Action Plan will be reviewed by the TPC and the Travel Plan Management Group to check performance and to identify the need for any corrective actions that may need to be put in place. Reviews will be conducted annually in association with South Tyneside Council but notably in years 1, 3 and 5 of the updated STP. Revised Action Plans will be incorporated into future updates of the STP. The Action Plan is provided in Table 7.1.

Table 7.1 Action Plan and Completion Goal

Action	Completed By
Appoint and keep in place a Travel Plan coordinator and Travel Plan Management Group	Continuously
Advise staff, parents/carers and pupils of the school's cycling policies and arrangements.	Continuously
Include information on cycling issues in the school's prospectus, newsletters and website.	Continuously
Include information about cycling provision in arrival packs for new entrants.	September 2022
Encourage up to 30 pupils per year to undertake on-road cycle training	Annually
Encourage walking and cycling to school by providing information on environmental, health and social aspect of travel choices.	Continuously
Continue to identify potential improvements to pedestrian and cycle links around the schools.	Continuously
Advise staff, parents/carers and pupils of school's travel policies and arrangements.	Continuously
Include information on sustainable school transport in the school's prospectus and newsletters.	Continuously
Include school journey details in arrival packs for new entrants.	September 2022
Make the School Travel Plan available to staff, parents/carers and pupils.	Continuously
Provide regular information on public transport services and update the website and noticeboards as necessary.	Continuously
Involve pupils in the process of surveying and data collection through a School Travel Plan committee on the School Council.	Annually

Identify opportunities to educate pupils on the consequences of their and their parents' travel decisions, through curricula activities.	Continuously
Encourage car sharing and explore the possibility of establishing a car-sharing database of families either offering or needing lifts.	Continuously
Update the School Travel Plan.	Annually
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.	September 2022
Monitor the use of cycle parking to confirm demand and determine whether further spaces are needed.	Annually
Monitor demand for lockers and provide additional lockers if required.	Annually
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.	Continuously
Monitor the pick-up/drop-off situation on Temple Park Road, 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.	Continuously
Monitor the capacity of school bus services during the phased increase in pupil numbers and provide additional capacity as necessary.	Continuously

7.4 Overall, there have been several actions proposed to ensure that this STP meets the aims and objectives. These are considered satisfactory to facilitate and encourage more sustainable travel modes for staff and pupils.

Targets

7.5 Targets are a means by which the progress of the STP can be monitored. It is important to set targets so the STP can gain site specific achievements. Clearly identified targets achieve a specific point in a stated time period and reflect the survey data and the issues identified as part of the STP process.

7.6 The main indicator for the success of a STP is typically considered to be a change in the modal split of trips to and from the site, with a greater proportion of trips by non-car modes and an overall reduction in the number of single-purpose private vehicle trips. Targets must be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). Overall, the targets of the STP will aim to:

- Encourage an increased use of bicycles for travel to school to build on existing growth;
- Encourage other sustainable travel modes;
- Reduce private vehicle car trips and car parking, and;
- Improve road safety.

7.7 These aims focus on site specific information and allow measurable targets to be set using modal split data. An initial modal split has been identified based on staff and pupil surveys undertaken in March 2022.

7.8 Modal splits will be monitored using the STP Action Plan and indicative targets are set out in Table 7.2.

Table 7.2 Indicative School Travel Plan Targets (Pupils)

Mode	Current Usage	Target Usage	Completed By
Walk	37%	39%	2027
Cycle	9%	12%	2027
School Bus	10%	11%	2027
Own Car	13%	10%	2027
Lift in a Car	17%	13%	2027
Public Bus	13%	14%	2027
Other	1%	1%	2027

7.9 The above targets aim for a 7% reduction in car usage over a 5-year period, although it is recommended that these are reviewed following the first surveys when the effects of the pandemic on travel choices will hopefully be reduced.

7.10 Through the implementation of the Action Plan discussed previously, the above targets focus on a modal shift, for pupils, from the use of private vehicles to more sustainable modes of transport and will aim to reduce the overall number of car trips each year.

7.11 The STP targets are focused on changing pupil travel habits, as it has already been discussed that it will be difficult for teaching staff to completely change their travel habits, due to transporting resources to/from the school. Although, it is encouraged that staff should use alternative modes when it is feasibly possible.

8. Consultation

8.1 The STP details how the working group helped to develop the STP through discussions between various parties, including:

- Council representatives;
- Local residents;
- School governors;
- Teachers/staff;
- Parents/carers, and;
- Pupils.

8.2 As part of this STP, the Working Group will continue as a Travel Plan Management Group and will monitor the progress of the STP, as well as suggest new initiatives as necessary.

8.3 Staff and pupils have also been consulted in order to update the STP, in the form of questionnaires and surveys. The questionnaires give staff and pupils the opportunity to state how they travel, what stops them from using more active/sustainable travel modes and (for pupils) how they prefer to travel. This additional information will be considered by the TPC in developing the STP over time to focus on initiatives that are most likely to be successful.

9. Monitoring and Review

9.1 The STP will be monitored and reviewed in the following ways:

- Repeat the travel survey every year, either as a formal survey form or 'hands up' survey;
- Review the STP each year, and;
- Update the STP each year.

9.2 It is intended that the STP will be a live document that will be reviewed and updated each year.

9.3 The TPC and Travel Plan Management Group will continuously monitor and review the STP. Annual surveys of staff and pupils will be undertaken to monitor the success of the STP and highlight any areas of concern. Once complete, the TPC and Travel Plan Management Group will work together to develop and revise targets for modal shift for inclusion in the STP. Updated targets will be determined from the survey results and will be monitored through annual surveys and reviews.

9.4 The TPC will also liaise with the Council and provide relevant information on the outcome of the travel surveys and new targets. Progress towards the STP targets will also be reported to the Council.

9.5 Consideration will also be given to snapshot surveys which could be undertaken to assess the effectiveness of any incentives that are carried out. These will then feed into the annual review process.

9.6 The TPC will maintain a record of all work, surveys and discussions that are undertaken in relation to the STP.

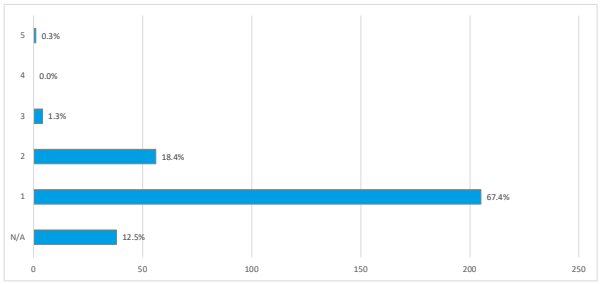
9.7 The school will maintain links to the council to ensure up-to-date information, relating to road safety issues on the local highway network in the vicinity of the school, is shared with staff, pupils and parents/carers.

Appendix 1

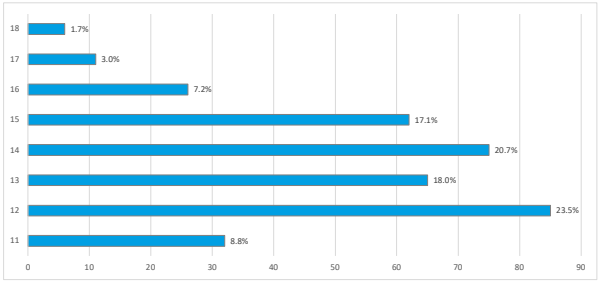
St Wilfrid's RC College Travel Plan - Pupil Survey Results

MILESTONE TRANSPORT PLANNING

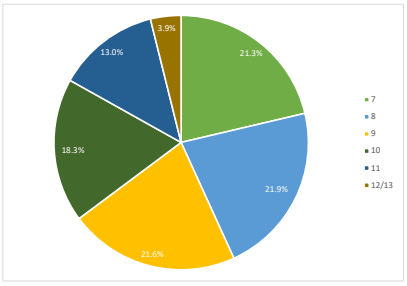
1. If you have more than one child with the same travel arrangements please circle below how many children you are answering for. If your children have different travel arrangements, please fill out a separate form per child.



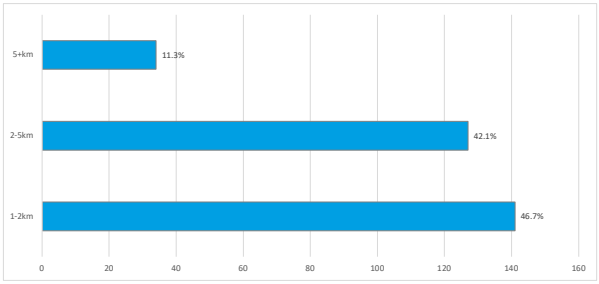
2. Age



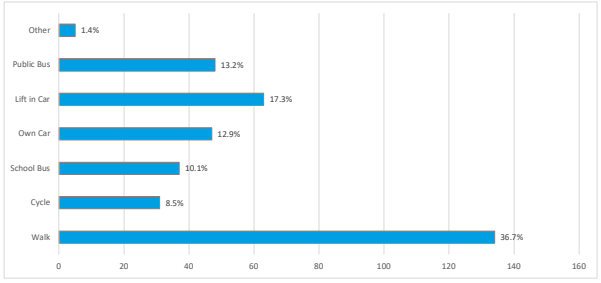
3. Year Group



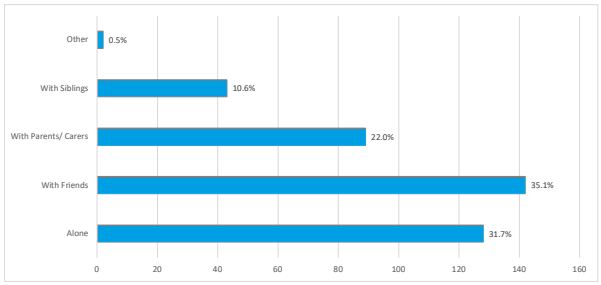
4. Home Distance From School



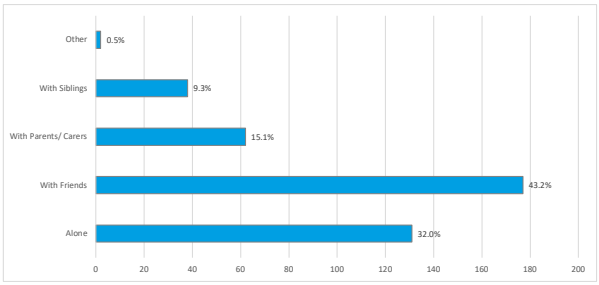
5. Main Mode of Travel - To School



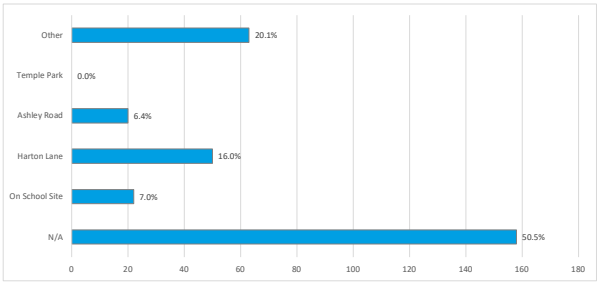
6. Travel With - To School



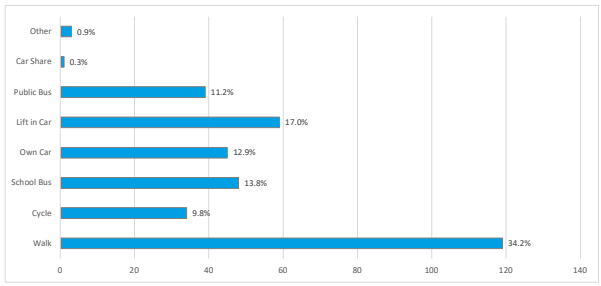
6. Travel With - From School



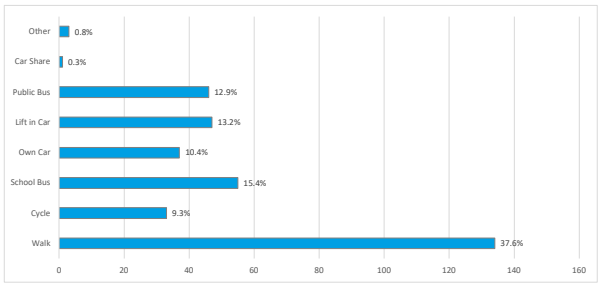
7. If travelling by car, where do you get dropped off?



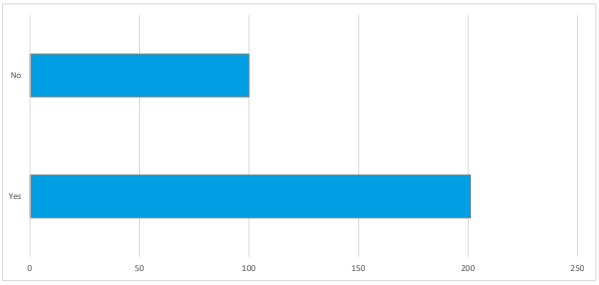
8. Preferred Choice of Travel - To School



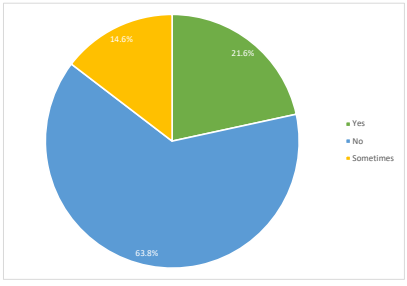
8. Preferred Choice of Travel - From School



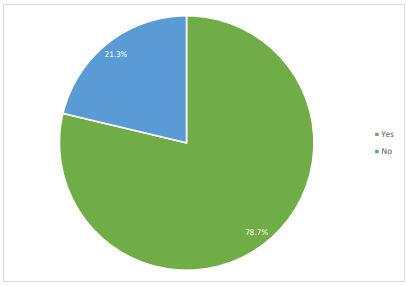
9. Do you own a bike?



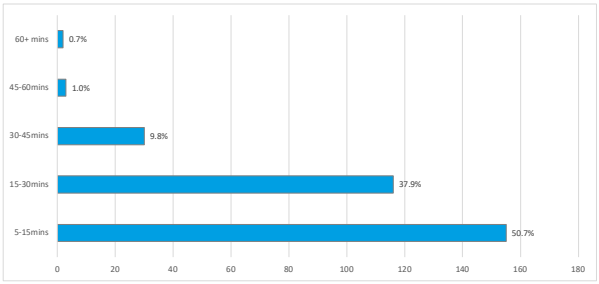
10. Would you use a bike to get to school?



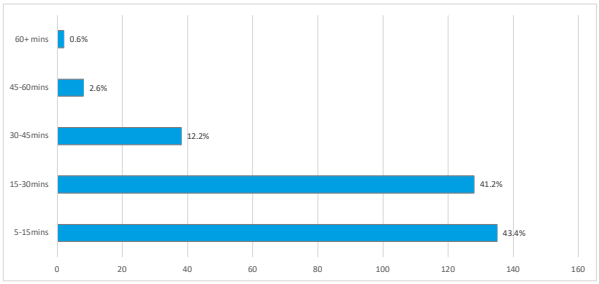
11. Have you completed cycling proficiency?



12. Travel Time - To School

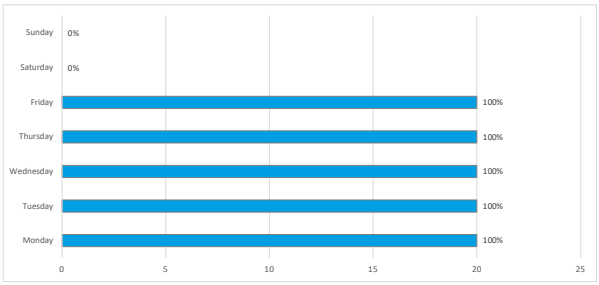


12. Travel Time - From School

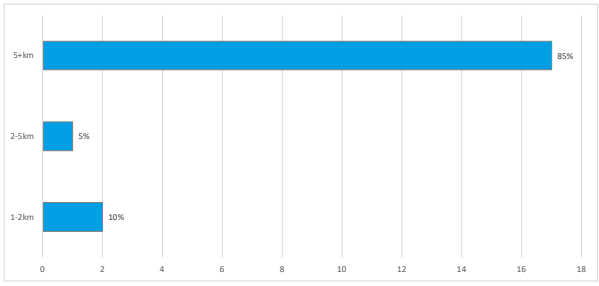


St Wilfrid's RC College Travel Plan - Staff Survey Results

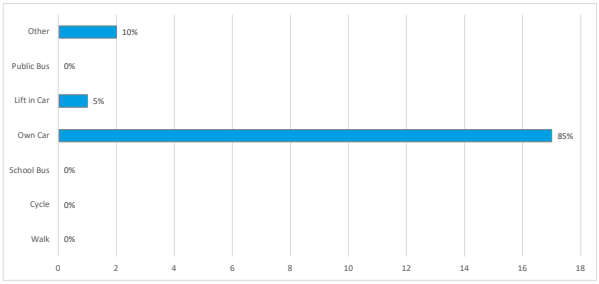
1. Days Worked



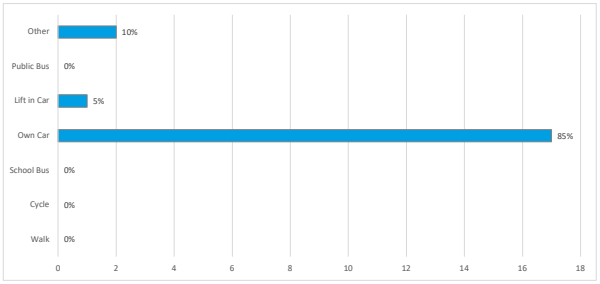
2. Home Distance From School



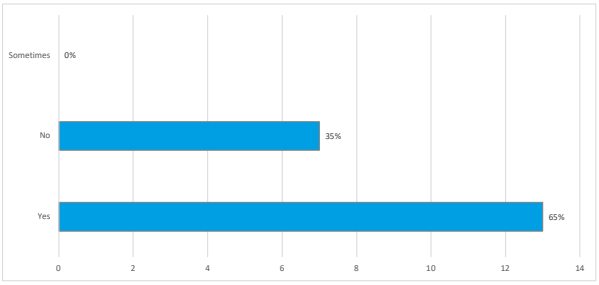
3. Main Mode of Travel - To School



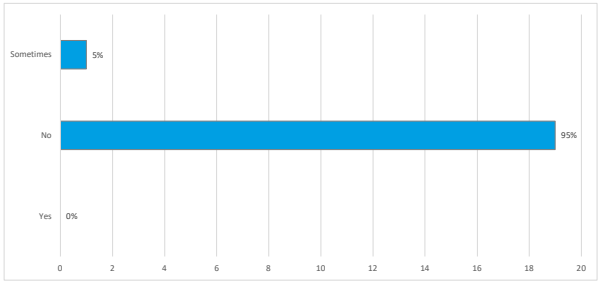
3. Main Mode of Travel - From School



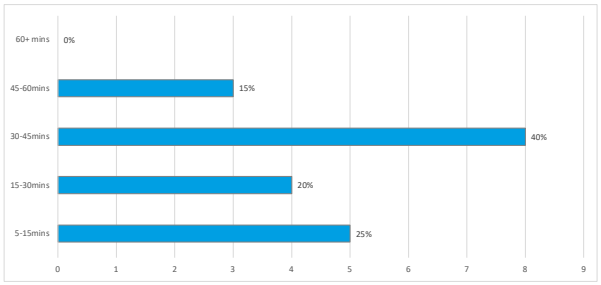
4. Car travel as an option?



5. Part of a car sharing scheme?



6. Commuting Time - To School



7. Participate in Extra-Curricular Activities

