



Department for Education
St. Anthony's Girls' Catholic Academy
School Travel Plan

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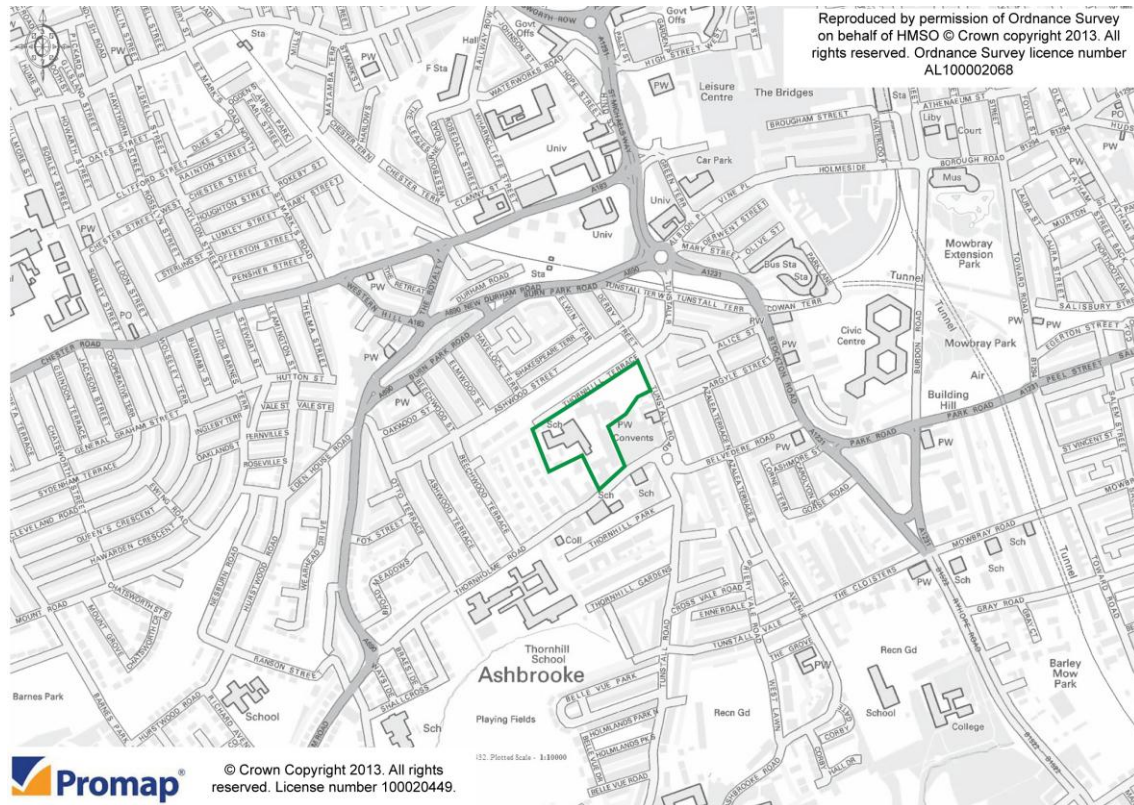
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1. Introduction

This School Travel Plan (STP) has been prepared by Cundall Transportation on behalf of the Department for Education to accompany the planning application for the proposed redevelopment of St. Anthony's Girls' Catholic Academy (SAGCA).

SAGCA have confirmed that the STP will be implemented post construction and will be supported by the management during building operation.

SAGCA is located on Thornhill Terrace within the Millfield Ward of Sunderland, and lies to the south west of the City Centre, approximately half a mile from the Sunderland's main bus and metro stations. The site is accessed via Thornhill Terrace which forms the northern boundary of the site, the location of SAGCA can be seen on the following diagram.



This STP reviews the historic transportation issues experienced at the site and details the measures that will be in place for all site users once the redeveloped Academy is operational.

The proposed site layout plan, as supplied by the landscape architect, can be seen within Appendix A to this STP.

SAGCA has an existing STP, dated 11th November 2011, a copy of which can be seen within Appendix B and a review of the existing STP is included within this Plan. This STP details the proposals for the development and the results of the latest travel mode surveys undertaken at the Academy.

1.1 What is a School Travel Plan?

A STP is a series of practical steps aimed at encouraging children, parents and staff to walk, cycle or use public transport to travel to and from school. STPs are working documents created to address a school's particular travel and transport needs, they are also aimed at improving the safety of children and staff on their journey to and from school.

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 including pollution, the design of vehicle or pedestrian dominated streets (improving sustainable travel);
- Health and fitness – encouraging active forms of travel, such as cycling or walking;
- Working with the local community / decreasing congestion and parking / access problems 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.

Some of the commitments to the local community will be to improve the environment, to encourage alternative modes of travel to the car, to increase fitness and reduce health problems of both staff and pupils of the proposed School.

1.2 Why is a School Travel Plan needed?

The Government issued the White Paper “A New Deal for Transport: Better for Everyone” in 1997 which set out the government’s transport policy and introduced travel plans. The need for Travel Plans has since been reinforced by further national and local policies especially. The STP is a strategy to reduce dependence on the car and promote more sustainable forms of travel including walking and cycling.

This STP has been required as part of the statutory planning process which these proposals are subject to. This is a working document and future iterations of the document will be required by the Planning Authority in-perpetuity.

2. Description of the Existing School

The Academy is located on Thornhill Terrace within the Millfield Ward of Sunderland, approximately 1km to the south west of Sunderland City Centre. There is no designated catchment area for the Academy and Catholic girls attend from feeder primary schools in Sunderland and the surrounding areas.

There are currently 1,385 pupils on the school roll with the age range of pupils between 11yrs and 18yrs, of these pupils 300 attend sixth form. There are approximately 100 SEN pupils at the Academy, however, none of which have specific transport needs.

The Academy is currently open between the hours of 07:00 and 18:00 Monday to Thursday and 07:00 to 17:30 on Fridays, however, the school day is Monday to Friday between 08:45 and 15:30, a breakfast club is offered between 08:00 and 08:35 and during this time some clubs offer activities that support learning at school. There are also a number of after school clubs available with the majority finishing no later than 17:00.

There are currently 106 full time and 66 part time members of staff at the Academy, the following table details the number of teaching and non-teaching staff.

Staff Type	Full Time	Part Time	TOTAL
Teaching	86	12	98
Non-teaching	20	54	74
TOTAL	106	66	172

There are six access points into the site, three vehicular and two pedestrian accesses from Thornhill Terrace and one vehicular access from Thornholme Road, on the southern boundary.

There are currently 109 car parking spaces within the site available for staff and visitors, these spaces are accessed via Thornhill Terrace. Four of these spaces are used by the school for storage. There are also two parking spaces available on-site for minibuses and currently there are no accessible bays within the site.

3. Travel and Transport Issues

We have reviewed the existing STP (2011) to establish what SAGCA consider the current travel and transport issues to be within the area.

The main transport issue is that of congestion and pedestrian and vehicle conflict around the school gates at peak times, in particular at the end of the school day at 15:30. As the Academy is located within a cul-de-sac vehicles block Thornhill Terrace and attempt to turn in the road causing a bottleneck situation as other vehicles are trying to pass, this has resulted in vehicles reversing onto the footway causing danger for the pupils.

The existing STP details the following travel / traffic / transport problems:

- *Car parking on Thornhill Terrace;*
- *Vehicles making three point turns in Thornhill Terrace;*
- *It can be dangerous where there is a school crossing patrol at the bend on Tunstall Road;*
- *Problems crossing Durham Road; and*
- *Tunstall Road roundabout is difficult to cross.*

The STP goes on to say that while the problems are less severe between 08:30 and 08:45 there is a constant stream of cars coming up and down the Terrace.

This situation also causes problems on days when pupils go on educational visits as coaches have to reverse up the Terrace to the school gates avoiding parked cars on both sides of the road.

3.1 Safer Routes to School

The Academy has been involved with the Safer Routes to School Campaign as part of their efforts to *'improve the overall safety of the children particularly because of danger from the number of cars on Thornhill Terrace and the surrounding area'*. The Academy is also part of a 'Living Streets' campaign group to improve the vicinity for pedestrians.

4. Current Transport Provision and Facilities

4.1 Pedestrians

Footways with dropped kerbs are provided within the site environs which give access to bus stops and neighbouring residential streets.

A pedestrian refuge crossing point is present at the junction of Thornhill Terrace / Tunstall Road / Thornhill Crescent and additional signal controlled crossing points are also available within the site environs, these crossing points can be seen on the diagram within Section 4.2 below.



Photograph 1 Pedestrian Refuge

Two school crossing patrols are also present at the junction of Tunstall Road / Thornhill Terrace / Thornhill Crescent in the morning and afternoon to aide pupils crossing the road as it is a difficult junction to negotiate. One patrol is placed on Tunstall Road facing north while the other is on the bend of Tunstall Road and Thornhill Crescent, facing a north east direction, to warn cars that they must stop to allow the pedestrians to cross.

On site observations noted congestion and cars parked on the footway on Thornhill Terrace, this has been highlighted in the existing STP as a problem for pupils entering and leaving the site.



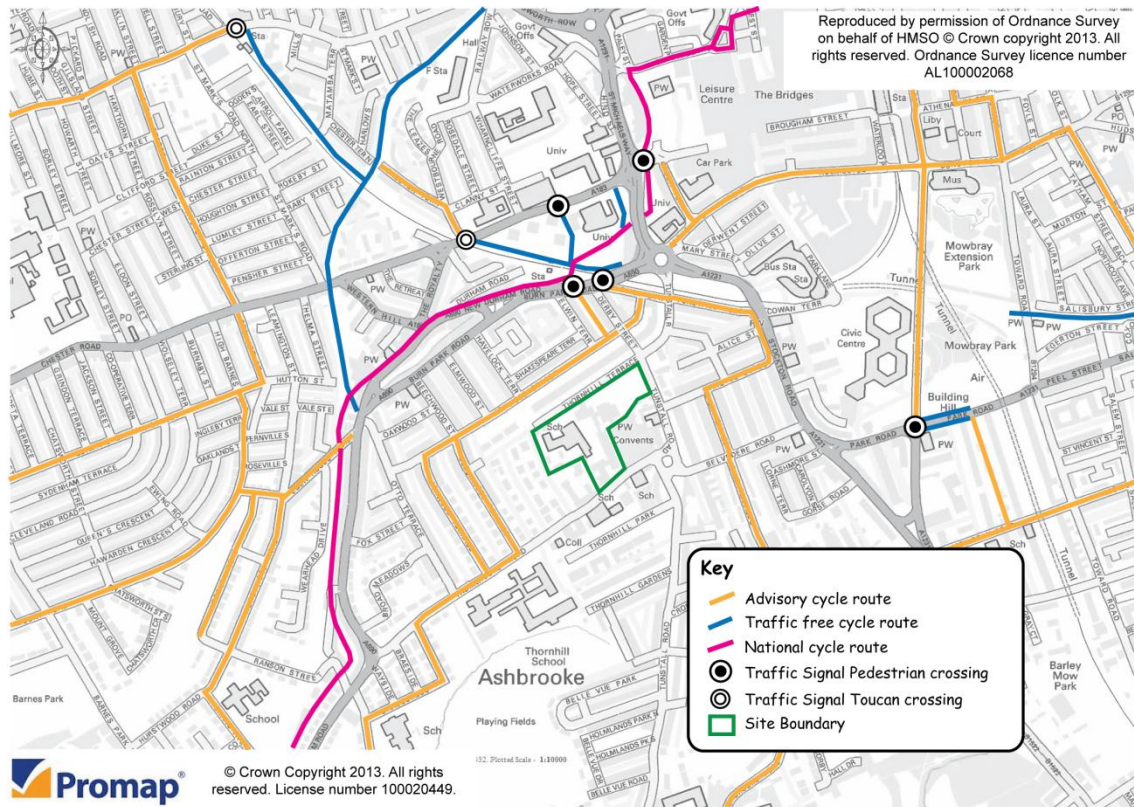
Photograph 2 Congestion on Thornhill Terrace

4.2 Cyclist Facilities

In terms of cycling, the site is well connected with a good network of national, advisory cycle routes and on-road signed routes and could provide a suitable alternative travel mode for staff and visitors to the Academy.

National Route 1 (NR1) is located to the west and north of the site, NR1 is a long distance route connecting Dover and the Shetland Islands mainly by the east coast of England and Scotland which doubles as the North Sea Cycle Route.

There are a number of advisory cycle routes within the site environs including Ashwood Street to the north, Beechwood Terrace and Ashwood Terrace to the west and Tunstall Terrace to the north east. The following diagram shows the cycle routes within the site environs and details whether they are advisory, signed or traffic-free routes, the diagram also shows crossing points within the area.



The site has good links to the surrounding residential areas in all directions and to the wider Sunderland area. More information on cycling in the area can be found on the Council's website at www.sunderland.gov.uk.

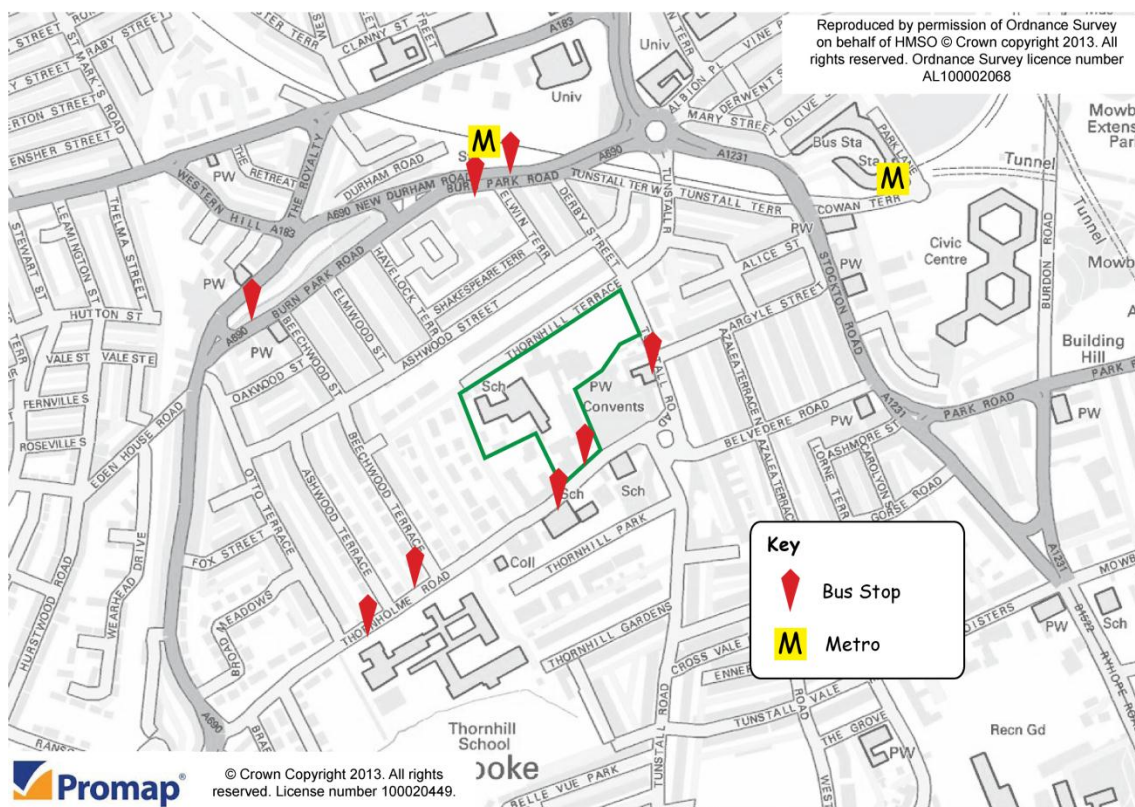
Due to lack of space, there is currently no cycle parking available within the site.

4.3 Public Transport Facilities

The site benefits from access to public transport in the form of local buses and trains which are within an acceptable walking distance from the site.

4.3.1 Bus Facilities

The closest bus stops to the site are located on Thornholme Road to the south and Tunstall Road to the east. Additional bus stops are located on Burn Park Road and New Durham Road, to the north. The location of these bus stops can be seen on the following diagram.



The following table summarises the bus services available from these stops, for peak services between the hours of 07:30 and 10:00 and 15:00 and 17:30, Monday to Friday.

Route No.	Operator	Serves	Frequency	Route
23	Stagecoach	Thornholme Road	Every 10 minutes	Dene Estate – City Centre – Thorney Close
238	Go North East	Thornholme Road / Tunstall Road	Hourly	Sunderland – Seaham – Houghton-le-spring
3	Stagecoach	Burn Park Road / New Durham Road	Every 10 minutes	Hylton Castle – Sunderland - Farrington
4	Stagecoach	Burn Park Road / New Durham Road	Every 10 minutes	Doxford Park – Farrington – Sunderland – Downhill/Town End Farm
12	Stagecoach	Burn Park Road / New Durham Road	Every 10 minutes	Sunderland – Silksworth - Sunderland
13	Stagecoach	Burn Park Road / New Durham Road	Every 10 minutes	Town End Farm – Sunderland – Doxford Park
20	Go North East	Burn Park Road / New Durham Road	Every 20 minutes	Sunderland – Houghton-le-Spring – Durham

20A	Go North East	Burn Park Road / New Durham Road	Every 20 minutes	Sunderland – Houghton-le-Spring – Durham
35A	Go North East	Burn Park Road / New Durham Road	Every 20 minutes	South Shields – Sunderland – Rainton Bridge

The bus stops on Thornholme Road and Tunstall Road have a flag and timetable information while the bus stops on Burn Park Road and New Durham Road benefit from a shelter and timetable information.



Photograph 3 Bus Stop on Thornholme Road

It should be noted that the above information is correct at the time of writing and up to date information on the bus services can be found on the Council's website at www.sunderland.gov.uk and on Traveline's website at www.traveline.info.

Traveline-txt is a service which allows people to receive up to date timetable information in the form of text messages to their mobile phone, 24 hours a day. All bus stops have a unique code identity, including those in the vicinity of the site.

The stops closest to the site have the code shown on the flags, the codes are shown in the following table.

Bus Stop	Code
Thornholme Road NE Bound	twrdwpwm
Thornholme Road SW Bound	twrdwptm
Tunstall Road N Bound	twrdwjm
Burn Park Road W Bound	twrdwpwp
New Durham Road E Bound	twrdwtap

Further information is available from Traveline Customer Services (24 hours Tel 0871 200 2233) or from:

- www.travelinenortheast.info or www.transportdirect.info websites and complete the desired journey, the journey solution provided will also show the code for the stop.

Once the code for the stop you wish to use has been established, a text message should be sent to Traveline-txt number (84268) with the content of the message being the unique code. Traveline-txt then sends back a message with the scheduled times for the next five buses to leave the stop. A reply is normally provided within 30 seconds. This service costs 25p per text in addition to normal text cost of the service provider.

Traveline's website states that there are a wide range of apps using Nextbuses data available on Androids, BlackBerry, iPhone and Windows, for more information visit the Traveline website at www.traveline.info.

4.3.2 Rail Facilities

The closest Metro stations to the site are Park Lane and University, both of which are served by the 'Green' route of the Tyne & Wear Metro network, the location of these stations can be found on the diagram within Section 4.2 above. Frequent services run to Sunderland and Newcastle beyond.

The following table summarises the services from these stops, further information on the Metro services can be found at www.nexus.org.uk.

METRO SERVICES SERVING PARK LANE AND UNIVERSITY METRO STATIONS				
Destination	Day of Week	Frequency (minutes)		
		AM/PM Peak Period	Daytime	Evenings
South Hylton	Monday to Saturday	12	12	15
	Sunday	15	15	15
Airport	Monday to Saturday	12	12	15
	Sunday	15	15	15

It should be noted that the above information is correct at the time of writing and up to date information on the Metro services can be found at www.nexus.org.uk.

4.3.3 Existing Public Transport Use

It is understood that the majority of pupils who travel to and from the Academy by public transport, use the Park Lane bus and Metro station.

4.4 Walking Distances

The IHT publication 'Providing for Journeys on Foot' (2000) suggests acceptable walking distances for various land uses. The suggested acceptable walking distance for commuting / school travel is considered to be up to 1km, the upper limit for regular commuting / school travel on foot is considered to be in the region of 2km.

However, it should be noted that acceptable walking distances vary between individuals and circumstances and dependant on various factors including:

- An individual's fitness and physical ability;
- Availability, cost and convenience of alternative transport modes;
- Journey purpose; and
- Personal motivation.

4.5 Vehicles

The main vehicle access into the site is from Thornhill Terrace, which runs east to west along the northern boundary and is subject to a maximum speed limit of 30mph and is lit via a system of street lighting. The access is covered by 'School Keep Clear' markings with restrictions between the hours of 08:00 and 17:00, Monday to Friday.



Photograph 4 School Keep Clear Markings on Thornhill Terrace

The eastern edge of the site is bound by Tunstall Road, also subject to a 30mph speed limit and is subject to a 'no waiting at any time' restriction (double yellow lines) along its entire length, with the exception of a small section on the western side which is marked with 'School Keep Clear' markings between the hours of 08:00 and 17:00 and a bus stop.

The site is bound by Thornholme Road to the south, again with a maximum speed limit of 30mph, Thornholme Road also benefits from traffic calming in the form of speed cushions. The northern side of Thornholme Road is subject to 'no waiting at any time' (double yellow lines) restrictions. The southern side has parking bays along its entire length.



Photograph 5 Traffic Calming on Thornholme Road

4.6 Car Parking

The existing car parking provision on the site is split over multiple of locations with approximately 109 spaces available, of which four are used for school storage and a number of which do not conform to standard dimensions. None of the spaces on-site are currently marked as accessible bays. There are also two bays marked out within the site for minibuses.



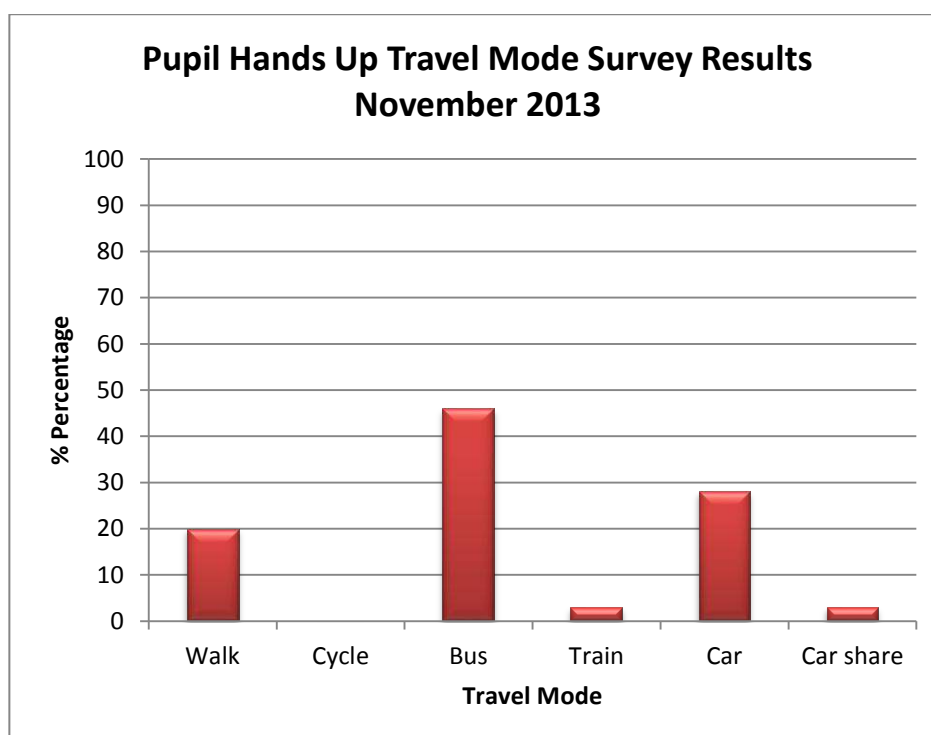
Photograph 6 Car Park showing Minibus Space

5. Survey Results

5.1 Pupil Surveys

In order to inform this STP, we have undertaken consultation with the pupils at the Academy and a hands up survey was conducted in November 2013. Of the 1,385 pupils on the school roll, 1,215 took part in the hands up survey which equates to an 88% response rate.

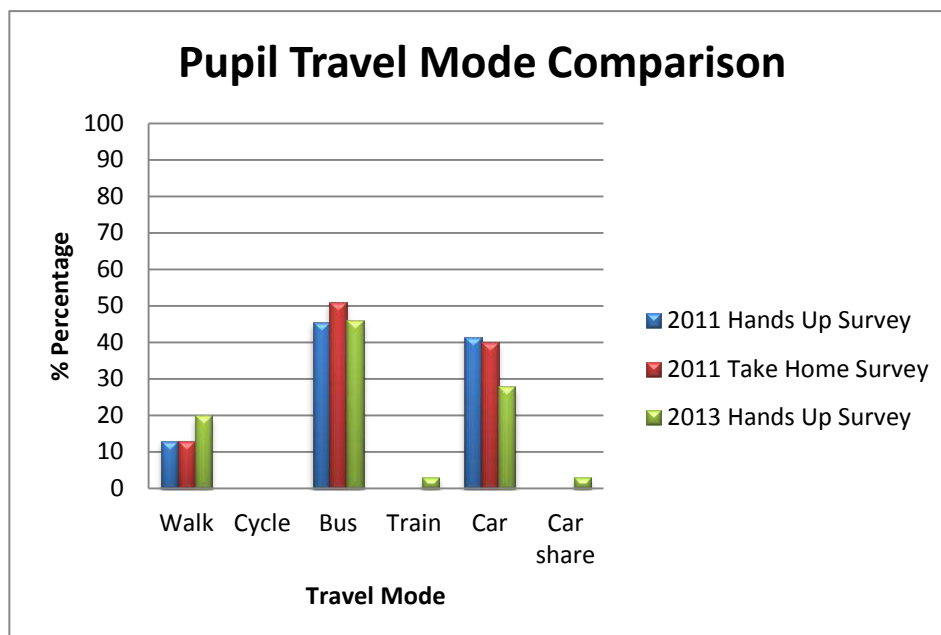
The following graphs shows the results of the survey on how pupils travel to the Academy.



It can be seen from the graph that the majority of pupils travel to the Academy by sustainable modes of transport. In total 72% of pupils travel sustainably, including car sharing and only 28% come by car with no other pupil attending the Academy. This is extremely encouraging and this STP aims to maintain these levels.

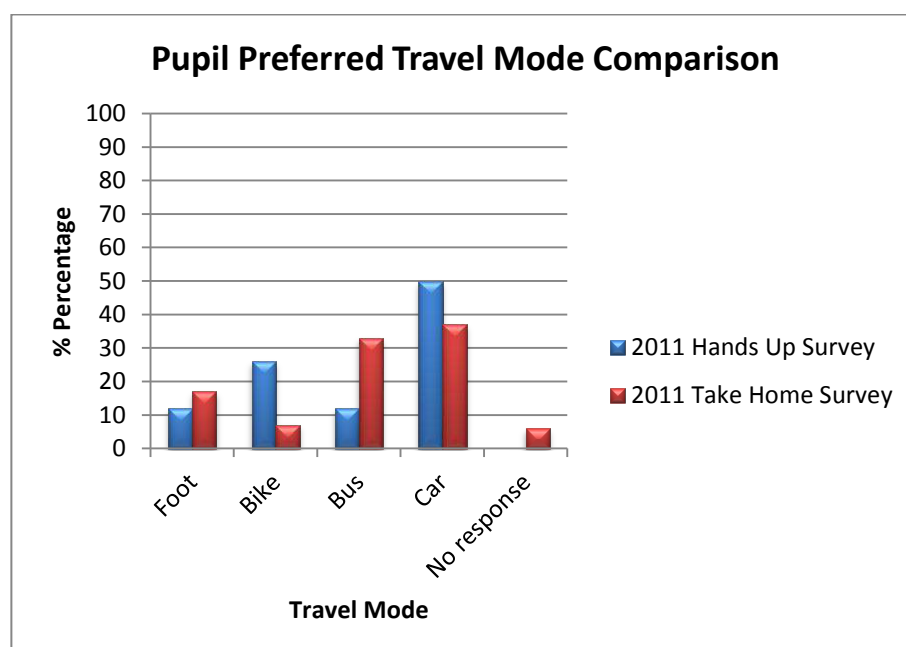
The existing STP (2011) details pupil travel patterns from a hands up survey which captured 200 pupils on a particular day in the Summer of 2011. A take home survey was also carried out at the Academy in the summer of 2011, of the 1,300 pupils on the school roll at that time, 437 surveys were returned equating to a 34% response rate.

The following graph shows the results of both of the 2011 surveys and the 2013 hands up survey.



It can be seen that the results from all surveys show that the majority of pupils travel by sustainable modes of transport, with most travelling by bus. It can also be seen that no pupils travelled to the site by bicycle, however, the measures set out in Section 7 of this STP should help encourage pupils to cycle to school.

During both of the 2011 surveys, pupils were asked how they would prefer to travel to school, the following graph shows the results.



Although it appears that the majority of pupils would prefer to travel to school by car, when you combine the sustainable travel mode options (foot, bike and bus) the majority of pupils would prefer to travel by one of these sustainable modes, which is extremely encouraging. The measures set out in Section 7 should help encourage more local pupils to cycle to school.

The 2011 take home survey also asked pupils what would encourage them to walk or cycle to school, the following table shows the options pupils were given and the number of response to each option, it should be noted that some pupils will have chosen more than one option.

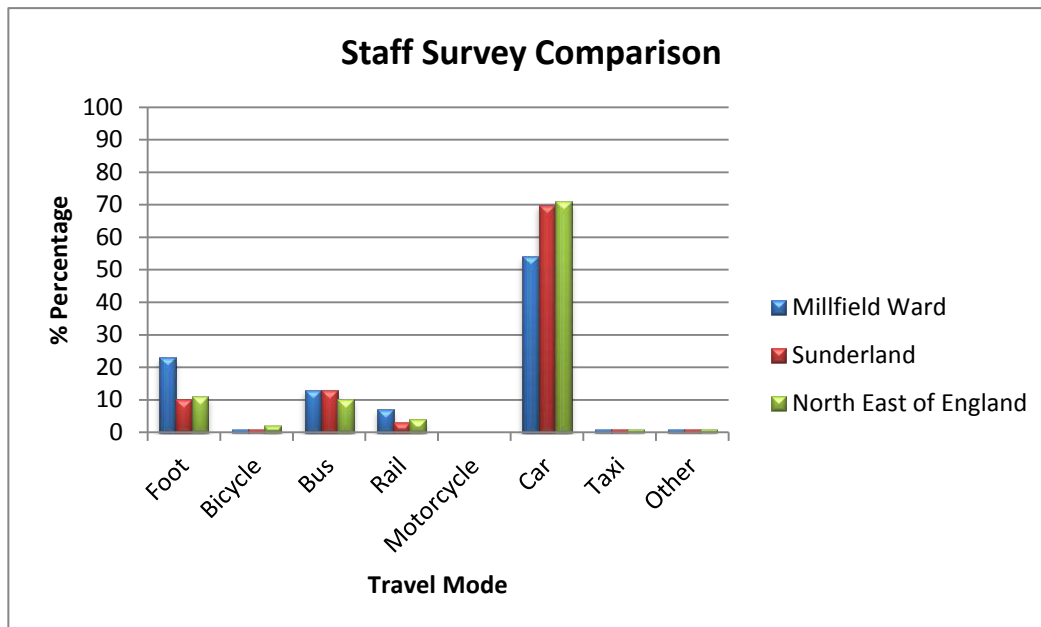
Option	Number
Nothing	126
Secure bike storage facilities	117
Better footways / cycle ways	109
Less traffic	113
Friends cycling / walking	231
Less cars at the school gate	58
Road safety training	58
Better street lighting	58
Slower traffic	74
Adult supervision	24
Other	51

Full results of the 2011 travel mode surveys can be seen within the existing STP within Appendix B.

5.2 Staff Surveys

It was not possible to conduct staff surveys at the Academy for inclusion in this STP. We have therefore utilised data from Census 2011 to establish how staff may travel to the site.

Using the 'Method of Travel to Work (QS701EW)' dataset, we have taken how people in the Millfield Ward of Sunderland travel to work and compared it to Sunderland and the North East of England.



It can be seen that sustainable travel in the Millfield Ward is considerably higher (44% foot, bicycle, bus and rail) than in Sunderland and the North East (both 27%). Travel by car in the Millfield Ward (54%) is also considerably less than that of Sunderland (70%) and the North East (71%).

Future iterations of the STP will include up to date staff travel mode data.

5.3 Future Surveys

The Academy is in the process of conducting full travel mode surveys of pupils, staff and visitors. Once these surveys are complete this STP will be updated to include the most recent data.

6. Objectives

The existing STP identified objectives to assist in dealing with travel and transport issues associated with the Academy, these objectives are listed below:

- To lessen the dangers to pupils on Thornhill Terrace;
- To continue to reduce the level of congestion and parents' parking on Thornhill Terrace by 10% between the hours of 3.00pm by 31st September 2014;
- Safer journeys for pupils to and from bus stops;
- To maintain / or improve walking levels and reduce the number of pupils traveling to and from school by car over the next 3 years; and
- To improve facilities for pedestrians.

This STP has identified its objectives from the existing STP's objectives, the findings of the most recent pupil travel mode survey and the Census 2011 dataset for staff travel. The objectives encourage the use of sustainable modes of transport and discourage the use of cars and are listed below:

- To minimise congestion outside of the site at drop off / pick up times;
- To encourage more pupils and staff to walk to the Academy;
- To increase the number of staff and pupils who cycle to the Academy; and
- Reduce the number of staff travelling to the Academy in single occupancy vehicles.

The objectives of this STP will be updated once further pupils and staff travel surveys have been carried out and will be included in future iterations of the STP.

7. Measures to be put in place

This section of the STP outlines the proposed changes which may impact on movement into and through the site. A copy of the proposed layout plan is contained in Appendix A to this STP.

7.1 Travel Plan Coordinator and Travel Plan Steering Group

To ensure the success of any travel plan, it needs to be monitored, co-ordinated and marketed on a regular basis to ensure that it meets its objectives and that any targets are achievable and realistic. To meet this need a Travel Plan Coordinator (TPC) will be appointed prior to construction, the TPC will be a member of staff from SAGCA and will have responsibility for the continual development of the STP.

To support the TPC, a Travel Plan Steering Group (TPSG) will be established for SAGCA. It is expected that the TPSG will be led by the TPC and the Group will consist of pupils and staff and can also include members of the local community e.g. councillor or community police officer. The TPSG will assist the TPC in their role but will also be supported by the management team.

The TPC and TPSG can introduce a number of initiatives prior to completion of the redevelopment and the final plan is prepared. These are listed below:

- Promotion literature to be disseminated to staff and pupils promoting the redevelopment and in particular new, safer routes into the site;
- Travel Plan information included within the new SAGCA prospectus for parents and pupils;
- School journey noticeboard accessible to pupils, staff and visitors;
- Arrival pack sent to parents of new pupils will contain school journey details and information on the STP; and
- STP to be included on the Academy's website.

7.2 Pedestrian Facilities

Walking as a form of transport is very sustainable, linking other modes of transport and forming an element of every journey that is undertaken. Therefore, meeting the needs of pedestrians is paramount to promoting sustainable travel by all modes and not just journeys which would not be reasonable be solely by walking.

It is important to provide direct pedestrian / cycle routes to meet the desire lines of pupil approaching the Academy from the surrounding area, to minimise movement distances.

There are three proposed pedestrian entrances into the site, all of which are off Thornhill Terrace. The most eastern pedestrian access will be for pupils in Years 7 to 10, the middle access will be for 6th Form pupils and the most western pedestrian access will be for visitors to the site. The location of these accesses can be seen on the proposed site layout within Appendix A to this STP.

All disabled accessed into the site will be ramped and suitable for disabled users and visitors to the site, accounting for varying types of disability and visual impairment.

7.2.1 Walk to School Week

SAGCA will continue to actively encourage the whole school community to walk to school through their involvement with the 'Living Streets' programme as detailed in Section 3.1 and will continue to promote national events, for example 'Walk to School Week'. This is an annual event run by Living Streets and is an action packed awareness week. There are a number of resources available for schools to help organise events and activities that raise awareness about walking to school. More information can be found on the Living Streets website www.livingstreets.org.uk or at www.walkit.com.

Consideration will also be given to implementing 'Walk once a Week' (WoW) initiative, again promoted by Living Streets. WoW is the largest national walk to school programme which already encourages over 300,000 children to walk at least once a week, in return they collect a badge for doing so.

Living Streets can help schools promote both 'Walk to School Week' and 'WoW' initiatives to the pupils and parents, for more information visit www.livingstreets.org.uk.

The TPC will consider the following initiatives to encourage more staff and pupils to walk to school.

- Working with the Council to identify potential improvements to pedestrian links around the site;
- Hold regular walk to school events;
- Providing training sessions for pupils on personal safety to encourage the move away from cars; and
- Liaise with the Council regarding street lighting, to ensure pedestrians feel secure.

7.2.2 Cycling Facilities

The proposals for the site include providing parking for 20 cycles (10 Sheffield style stands). The cycle parking will be in two locations, of which both locations will have space for five stands (10 cycles). The first will be to the north of the main building, adjacent to the pupil entrance off Thornhill Terrace and the second is to be located next to the main visitor entrance into the building.

The cycle parking benefits from being undercover and overlooked.

The provision of cycle spaces is aimed at encouraging pupils and staff to cycle, this coupled with the wider objectives of this STP to reduce dependence on private cars may also see a reduction in traffic speed / volume in the area. The TPC will consider the following initiatives to encourage more staff and pupils to cycle to school.

- Advise on cycling safety and arrange regular cycle maintenance checks;
- Hold regular cycling events;
- Setting up a cycling train scheme;
- Providing cycle permit schemes, whereby pupils and staff will be given incentives (cycle maintenance, training etc.) for adherence to cycling guidelines (roadworthy bicycle, conscientious cycling etc); and

- Liaise with the Council regarding street lighting, to ensure cyclists feel secure.

The usage of the cycle stands will be monitored and if necessary the Academy will consider increasing the level of cycle parking on site.

7.2.3 Bike to School Week

SAGCA will actively encourage the whole school community to cycle to school and will ensure that national events are promoted, for example, 'Bike to School Week'.

This annual event is organised by Sustrans, however, they also encourage school to hold events at any time of the year. The Sustrans website, www.sustrans.org.uk, provides a 'Pedal Pack' which is full of ideas for running bike-related events. More information on this event can be found on the Sustrans website, as detailed above.

Cycle routes can also be found using Transport Direct's cycle route planner www.transportdirect.info.

7.3 Public Transport Services

Public transport users will be able to access the existing bus and metro services as detailed in Section 4.3 above. Journey planners are available at:

- www.traveline.info; and
- www.transportdirect.info.

The TPC will consider the following initiatives to encourage more staff and pupils to travel to school by public transport.

- Provide regular information on public transport services; and
- Examine reduced fare availability for local bus routes.

7.4 Increase Travel Awareness

To increase awareness amongst pupils about the environmental, safety, health and social consequences of their travel choices, the TPC will consider the following initiatives:

- Identify opportunities through curricula and extra-curricular activities to educate pupils on the consequences of their and their parents' travel decisions;
- Continue to look at travel choices and safe routes to schools as part of tutorial work within the 'Living Streets' programme activities; and
- Involve pupils in the process of surveying and data collection.

7.5 Vehicle Facilities

7.5.1 Proposed Access

There are two dedicated vehicular accesses proposed for the site, the main access will be via Thornholme Road on the southern boundary utilising an existing vehicle access. This will give access to the staff car parking and servicing areas. The secondary access will be utilising the

existing access on Thornhill Terrace and will provide access to the accessible parking provision (which can be used for parent pick up drop off out of school hours) .

7.5.2 Car Parking

The proposals formalise parking into one area which will be accessed via Thornholme Road and the number of spaces is to be consistent with the existing number, however, provision for six accessible bays has been included within the design and these spaces will be accessed via Thornhill Road. The location of the main car park and accessible bays can be seen on the proposed site layout plan within Appendix A to this STP.

7.5.3 Car Sharing

Car sharing is when two or more people travel together instead of using separate cars. This results in reduced travel costs for the individuals as well as reducing the demand for parking on site. For many staff, particularly those working regular hours or the same shifts, car sharing is a viable option.

The website www.liftshare.com, is a car sharing scheme where there are already 82 active members in the area. It allows members to state where they live and where they are going in order for individuals embarking on a similar journey to share their details.

For a more local car sharing scheme, Share Smarter, is an alternative online car sharing database, for more details visit www.sharesmarter.co.uk.

It is important that car sharing is presented as a flexible option, for example it may not be possible for car sharers to share every day of the week. In order to maximise opportunities for car sharing, even it is only one day a week, it should be emphasised that car sharing on an ad hoc basis can make a positive contribution to reducing the traffic impact to the site.

The TPC will consider the various car sharing opportunities available to the Academy and if required, implement a suitable scheme which all staff will be invited to join.

7.6 Servicing

Servicing vehicles will gain access to the site via the vehicular access on Thornholme Road and the servicing area has been designed to ensure that service and delivery vehicles as well as emergency vehicles can manoeuvre around the site.

Deliveries will be managed by the Academy to ensure they do not coincide with the peak times when pupils will be arriving at or leaving the site.

7.7 After School Use

It is expected that the after school activity timetable will remain in line with the current or similar arrangements.

7.8 Action Plan

An Action Plan for 2015/16 has been prepared and is contained in Section 10 of this STP, which lists all actions and when the individual actions should be complete. This Action Plan will be discussed at the TPSG meeting when individual members of the Group will be allocated tasks and responsibilities to ensure the success of the Plan.

8. Targets

For any STP to be successful it needs to incorporate targets. These targets also provide a level again which the performance of the plan can be monitored.

Targets are a means by which progress can be monitored. It is important to set targets so that the travel plan can identify achievements. Clearly identified targets are defined as target 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 (Specific, Measurable, Achievable, Realistic and Timed).



We have based the targets for a time after completion of the proposals, short terms targets to be met within 12 months of completion and long term targets to be met within 5 years of completion. We have used the results from the most recent pupils travel mode survey and Census 2011 data to establish the 'baseline' figures.

A full list of both SAGCA's existing objectives can be found in Section 6 above. We have updated the existing objectives, following the latest travel mode surveys to provide a comprehensive list of objectives. The new objectives can be found in the following table.

			Baseline 2013	Short Term Target	Long Term Target
Objective: To minimise congestion outside SAGCA at drop off / pick up times					
Target:	To reduce the amount of pupils travelling to SAGCA by car		40%	38%	36%
Actions:	Make the School Travel Plan available to staff, parents, pupils and other users of the site	Before opening			
	Increase awareness of health benefits of walking and cycling through SAGCA Newsletters	Continuous			
	Discourage car use to school by encouraging pupils to walk or cycle	Continuous			
	Include information on School Travel Plan on school website	Continuous			
Objective: To encourage more pupils and staff to walk to school					
Target:	To increase the level of pupils who walk to school		20%	21%	23%
Target:	To increase the number of staff who walk to school (Census 2011 data)		23%	24%	25%
Actions:	Continue with Walk to School Week through the TPSG	Annually			
	Increase awareness of health benefits of walking and cycling through Academy Newsletters	Continuous			

	Continue to provide lockers for storing books and equipment for staff who chose to walk or cycle to school	Continuous			
	Provide regular information on public transport services to staff for joint walk / public transport trips	Continuous			
Objective: To increase the level of pupils and staff who cycle to SAGCA					
Target:	To increase the number of pupils who cycle to school		0%	1%	2%
Target:	To increase the number of staff who cycle to school (Census 2011 data)		0%	1%	2%
Actions:	Promote Cycle to School Week through the TPSG	Annually			
	Increase awareness of health benefits of walking and cycling through Academy website	Continuous			
	Provide secure parking facilities for pupils and staff who choose to cycle to school	Before opening			
	Consider introducing cycling proficiency through Bikeability	Before opening			
	Continue to provide lockers for storing books and equipment for staff who chose to walk or cycle to school	Before opening			
	Make the School Travel Plan available to staff, parents, pupils and other users of the site	Before opening			
Objective: Reduce the number of staff travelling to SAGCA in single occupancy vehicles					
Target:	Reduce number of staff travelling to SAGCA in single occupancy vehicles (Census 2011 data)		54%	52%	50%
Actions:	Invite staff to join any car sharing scheme that the Academy may set up	Continuous			
	Consider providing lockers for storing books and equipment for staff who chose to walk or cycle to school	Continuous			
	Make the School Travel Plan available to staff, parents, pupils and other users of the site	Before opening			
	Provide regular information on public transport services to staff	Continuous			

9. Monitoring and Review

To understand how journeys are made to and from the site, it is important to conduct regular surveys of travel patterns and attitudes. The TPC will undertake detailed travel mode surveys of all building users biennially, with the first one being undertaken within six months of the completion of the proposals. This data will be used to inform recommendations based on willingness and potential for change.

It is essential for the impacts of the Plan and the benefits achieved to be continuously monitored to:

- Identify whether individual aspects of the Plan are particularly successful or unsuccessful;
- Identify whether the level of travel by sustainable modes is being maintained; and
- Determine whether, in general terms, the aim of reducing car dependency is being achieved.

9.1 Review of Travel Plan Changes

It is intended that this will be a “living” document that will be reviewed and updated bi-annually. The STP is a working document and needs to be flexible with the ability to adapt to the changing needs of those travelling to and from the Academy. Monitoring the effectiveness of the STP periodically is crucial in determining progress and for highlighting any changes required.

The TPC will monitor the targets following the detailed surveys and will update the STP and targets accordingly.

Any changes to the STP along with the survey results and progress towards the targets will be made available to pupils and staff, with a copy of the revised full STP being available for viewing on site.

The TPC will maintain regular links with the Councils Travel Plan Officer regarding the progress of the STP and other road safety issues in and around the area of the site.

10. Action Plan

Below is an action plan to assist the TPC, to deliver the STP. This STP highlights the need to appoint a TPC to ensure the Plan is taken forward, however, as the TPC has not been appointed at the time of writing, it is not possible to include the TPC's initials against the actions.

2015/16 Action Plan		
Action	Initials	Complete by
Appoint TPC and set up TPSG		6 months prior to opening
Disseminate promotional material for opening of the new Academy		6 months prior to opening
Make the School Travel Plan available to staff, parents, pupils and other users of the site		Before opening
Consider introducing cycling proficiency through Bikeability		Before opening
Increase awareness of health benefits of walking and cycling through Academy Newsletters		Continuous
Include information on School Travel Plan on the Academy website		Continuous
Continue Walk to School Week through the TPSG		Annually
Continue to provide lockers for storing books and equipment for staff who chose to walk or cycle		Continuous
Promote Cycle to School Week through the TPSG		Continuous
Invite staff to join any car sharing scheme that the Academy may set up		Continuous
Carry out biennial travel mode surveys of all building users		First survey within six months of completion, biennial thereafter
Update School Travel Plan		Within six months of completion, bi-annually thereafter

11. Conclusion

A Travel Plan for SAGCA will bring about an array of benefits for those travelling to and from the site, whilst minimising the environmental impact on the surrounding community.

Through a combination of surveys, focus groups and the input from the TPC with the support of management, the Travel Plan will maximise opportunities to encourage participation. Furthermore, a flexible and adaptable approach will ensure that the Travel Plan remains responsive to the needs of those travelling to and from the site.

The following signature provides confirmation, as detailed in Section 1, that SAGCA's STP will be implemented post construction and will be supported by management during building operation.

.....
Signature	Name
.....
Position	Date