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March 2021

Rev A - Updated February 2023

Rev B – Updated September 2024

**PROPOSED PUPIL NUMBER INCREASE INTAKE Y7 AT THE
FULFORD SCHOOL, FULFORD, YORK**

BREEAM TRAVEL PLAN



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CONTROLLED DOCUMENT

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<i>Approved:</i>	Gary Hennigan	GH	September 2024

<i>Revision Record</i>		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A	16/2/2023	Updated context of the site development in so far as the proposal as well as highway improvements have been provided. Furthermore the Travel Plan has been updated in relation to the latest travel survey findings in 2023. In line with comments from the Highway Authority this updated February 2023 Travel Plan establishes clear outcomes, timescales and targets as advised in the Guidance
B	23/09/2024	Updated in September 2024 with up to date data around staff and pupil travel habits

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1. INTRODUCTION

DTPC has appointed by E3 Cube on behalf of Fulford School to prepare a Travel Plan associated with their proposed expansion of year 7 facilities at the Fulford School, York.

This Travel Plan is an extension of the existing Travel Plan that is operated on site.

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Purpose of Report

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Travel Plan to enable the education accommodation to manage its future pupils and staff travel modes for the expanded offer.

This Travel Plan discusses the following issues:

- Government Planning and Transportation Policy
- Site and Local Area
- Sustainability
- Measures and Targets
- Summary & Conclusions.

It forms an updated plan from the 2014 submission and sets out detailed actions to support the new year 7 intake.

The school benefits from an existing appointed TP Coordinator who will continue in the role.

To enable a BREEAM review relevant sections are marked in red for ease of review.

February 2023 Update

The Travel Plan is a live document as should be updated from time to time by the Travel Plan Coordinator (TP Coordinator) for the site. The Highway Authority has requested the update in line with comments received so as to discharge Condition 22 of planning approval 21/00737.

For the avoidance of doubt the Highway Authority requested that the updated 2023 Travel Plan establish clear outcomes, timescales and targets as advised in the Guidance.

The clear out come for this Travel Plan is promoting sustainable travel options. This Travel Plan sets out:

- Students
 - The vast majority (96.5% as of September 2022) of students travel sustainably to the site. Given this no future target for improving student sustainable travel percentages have been set. Ongoing monitoring of travel trends will be undertaken and if there is a fall in the percentage of students who travel sustainably to site to below 90% then the TP Coordinator will re-evaluate this target.
 - The school will continue to operate the Travel Plan as a matter of good practice and that targets and initiatives will be set and evaluated on a yearly basis
- Staff

- Since 2015 there has been an 11% (69% to 58.5%) drop of staff travelling by single occupancy car.
- An ongoing yearly 10% target of reducing single occupancy car travel will be set.
- Monitoring will be undertaken to ascertain if this target is SMART, see explanation within report.

Timescale for assessing if initiatives are successful are set over school year period, unless otherwise indicated.

Funding is set out in section 9 however in summary in addition to staff time for enabling actions to be undertaken the the TP Coordinator has an approximate budget of £40,000 to enact, as seen fit to, initiatives.

Future updates of the Travel Plan will be prepared by the appointed TP Coordinator Mr Gary Hennigan.

Liability of Report

This report is prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

National Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/2018 version and sets out the policy framework for sustainable development and supersedes the previous advice.

Unlike the previous version the new NPPF sets out limited advice on travel planning:

It does set out priorities for movements:

Para 108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Para 110. applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,
- d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Travel Planning Guidance

The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) has produced guidance on the preparation of Travel Plans. The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in August 2009.

The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that *"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO2 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life"*.

The document sets out an overview of the process and delivery of Travel Plans and states that *"A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*

The Guidance states that *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."* and; *"A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review"*.

It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan it advises *"needs to address all the journeys that may be made to and from a site"*.

The guidance also specifies that *"It is important to note that Travel planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks"*.

The document states that Travel Plans have become an integral element in the planning process, and that rather than being a soft option to deal with the transport implications of development they are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively, and the need for costly highway infrastructure is avoided as far as is practical.

The document emphasises that Travel Plans are dynamic, living documents that should be updated regularly, with the aim that it is ensured they represent the current situation in respect of travel and access, and that actions to achieve the outcomes are sought. In this regard implementing a Travel Plan involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances.

The DfT document continues to state that Travel Plans should continue for the life of the development, and as such require commitments from occupiers and partners. Regular monitoring should be undertaken to ensure that progress is being made towards achieving the outcome targets and to allow that appropriate adjustments can be made to ensure that agreed outcomes are met and maintained.

Addressing Health Equity Within Travel Plans

The World Health Organization Global Commission on the Social Determinants of Health advocates for a Health Equity in All Policies approach to tackling inequalities/inequities in health. In particular the Commission recommends that agencies consider the health equity impact of transport and urban design to promote physical activity through investment in active transport (WHO 2008).

Equity in health implies that ideally everyone should have a fair opportunity to attain their full health potential and, more pragmatically, that no one should be disadvantaged from achieving this potential, if it can be avoided. Inequity refers to differences in health which are not only unnecessary and avoidable, but in addition are considered unfair and unjust (World Health Organization, 1998). The social determinants of health are mostly responsible for health inequalities - these are the conditions in which people are born, grow, live, work and age, including the health system. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels, which are themselves influenced by policy choices (World Health Organization, 2008).

Local Government Has A New Role In Improving Health.

The important role of transport in improving health has been recognised and reflected in changes to local government responsibilities and resources that came into place in March 2013. Local authorities are now responsible for demonstrating improvements in 68 indicators of the health of their residents. Many of these indicators relate to streets and transport including road traffic injuries, air quality, noise, physical activity and social connectedness.

The recent changes in local government have brought this role to the fore. In particular, the importance of the walking and cycling people do as part of their everyday routine, as they will deliver huge economic and social benefits by keeping people active and healthy. The expected growth of cycling up to 2026 is estimated to deliver £250m in health economic benefits annually.

Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling there is a need to ensure the streets invite people to walk and cycle whenever possible.

Indicators of a healthy street environment

Source	Main health impacts that can be improved
Physical activity	Obesity Heart disease Stroke Depression Type 2 diabetes
Air quality	Cardiovascular disease Respiratory diseases
Road traffic collisions	Physical injuries Psychological trauma
Noise	Mental health Blood pressure Child development
Access and severance	Mental wellbeing Personal resilience Stress Social isolation

New local government responsibilities for public health.

The Health and Social Care Act 2012 transferred responsibility for public health from the National Health Service to local government. Local authorities now have a statutory responsibility to use their powers and resources across all sectors to improve the health of their population.

Councils are responsible for delivering a Local Implementation Plan for transport and a Health and Wellbeing Strategy that will improve the health of its population.

Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesity, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table below.

High level outcomes	Wider determinants	Health improvements	Healthcare improvements
<ul style="list-style-type: none"> • Healthy life expectancy • Health inequalities 	<ul style="list-style-type: none"> • Children in poverty • Pupil absence • 16–18 year old NEET • Employment for people with a LTC • Sickness absence rate • Killed and seriously injured on the road • Violent crime • Population affected by noise • Use of green space for exercise • Social connectedness • Older people’s perception of safety 	<ul style="list-style-type: none"> • Low birth rate • Breastfeeding • Early childhood development • Childhood obesity • Wellbeing of looked after children • Diet • Adult obesity • Physical inactivity • Diabetes • Self-reported wellbeing • Falls and fall injuries in the over-65s 	<ul style="list-style-type: none"> • Preventable deaths • Premature deaths from cardiovascular disease • Premature deaths from all cancers • Early death from respiratory disease • Suicide • Quality of life for older people • Hip fractures in the over-65s • Dementia
Health protection <ul style="list-style-type: none"> • Air pollution • Sustainable development plans for public sector organisations 			

10 indicators to a healthy street, source Lucy Saunders.

Indicator	How it relates to health
Pedestrians from all walks of life	Everybody needs to be active every day. If the mix of people walking in the street does not include certain groups such as children, older people or those with disabilities then the street environment is excluding some people from staying active.
People choose to walk and cycle	Some people walk or cycle not out of choice but due to poor access by other modes of transport. This can have negative impacts on their health and wellbeing. Success should be measured by people choosing to walk and cycle, rather than levels of walking and cycling.
Clean air	The health impacts of air quality include cardiovascular disease and respiratory disease.
People feel safe	People need to feel that they will be safe from injury and crime when they are on the street.
Not too noisy	Noise has a range of health impacts including stress and high blood pressure. It also discourages people from walking and cycling.
Easy to cross	If streets are difficult to cross because of physical barriers or traffic, people will be discouraged from using the street, particularly on foot. This can be socially as well as physically restricting.
Shade and shelter	Some people have difficulty moderating their body temperature, and this can put their health at risk in hot weather. Shade is needed on streets to enable people to keep cool.
Places to stop	Many people can only walk short distances without taking a rest, particularly those who are older, young, pregnant, injured or who have a disability or health condition such as chronic obstructive pulmonary disease. Providing seating at regular intervals is necessary to enable these people to incorporate much needed physical activity into their daily routine.
Things to see and do	Street environments need to be stimulating and engaging to invite people to walk and cycle more. This highlights the importance of good urban design and maintenance of public spaces in delivering health benefits.
People feel relaxed	Walking or cycling in the street should not be a stressful experience. If people are not relaxed it indicates that issues such as noise, insufficient space or fear of danger have not been addressed.

Examples of the evidence base overleaf.

Evidence for effective measures to improve health through transport

Owner	Resource	What it is for
NICE	Public Health Guidance 8 Physical activity and the environment (January 2008)	'Gold standard' evidence-based guidance from the National Institute for Health and Care Excellence (NICE) relating to active travel. These are summarised in NICE's pathway for local authorities.
NICE	Public Health Guidance 13 Promoting physical activity in the workplace (May 2008)	
NICE	Public Health Guidance 17 Promoting physical activity for children and young people (January 2009)	
NICE	Public Health Guidance 25 Prevention of cardiovascular disease (June 2010)	
NICE	Public Health Guidance 31 Preventing unintentional road injuries among under-15s: road design (November 2010)	
NICE	Public Health Guidance 41 Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (November 2012)	

Policy guidance on transport and health

Owner	Resource	What it is for
UK Faculty of Public Health	Transport & health: Position statement and briefing statement (2013)	These papers set out the position of the UK body of public health specialists part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
UK Faculty of Public Health	Built environment & physical activity: Position statement and briefing Statement (2013)	These papers set out the position of the UK body of public health specialists, part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
Public Health England & Local Government Association	Obesity and the environment: Increasing physical activity and active travel (2013)	This document summarises the importance of active travel in tackling obesity and outlines the regulatory and policy approaches that can be taken.

Evidence of the health impacts of transport		
Owner	Resource	What it is for
Mindell JS, Watkins SJ, Cohen JM (eds.), Stockport: Transport and Health Study Group	Health on the Move 2. Policies for health promoting transport (2011)	This report provides a detailed compendium of evidence and expert opinion on the full range of health impacts of transport as well as policy recommendations.
Saunders et al, Plosone	What Are the Health Benefits of Active Travel? A Systematic Review of Trials and Cohort Studies (2013)	This paper brings together for the first time every published study that measured a health outcome of walking or cycling for transport in either a trial or a cohort study (empirical studies not cross-sectional ones). It shows the wide range of health benefits associated with active travel including diabetes, mental wellbeing, obesity, bone strength and breast cancer.
British Medical Association	Healthy Transport = Healthy Lives (2012)	This accessible report describes the main impacts of transport on health in the UK and includes clear graphs and illustrations.
Mackett RL & Brown B, University College London	Transport, Physical Activity and Health: Present knowledge and the way ahead (2011)	This report explores in detail the links between transport and its biggest health impact, physical activity.
Sustainable Development Commission	Fairness in a Car Dependent Society (2011)	This report presents the range of health inequalities that arise from car-dependent societies.

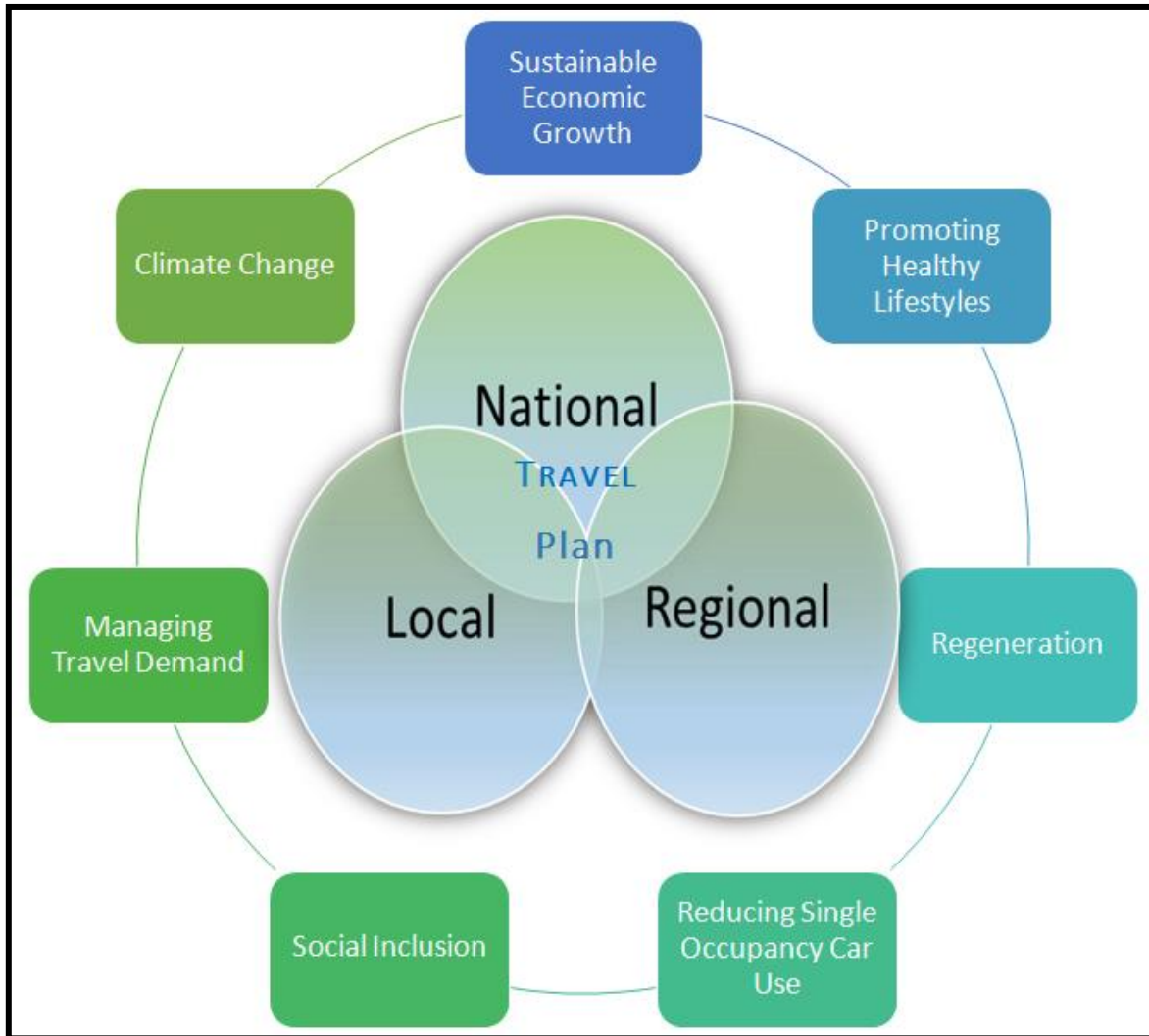
The use of walk/cycle modes either as an individual mode or part of a linked travel mode is key to delivering healthy outcomes.

The following chapters of this report will show that the education expansion is compliant with local and national policy in this respect.

3. SETTING

A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

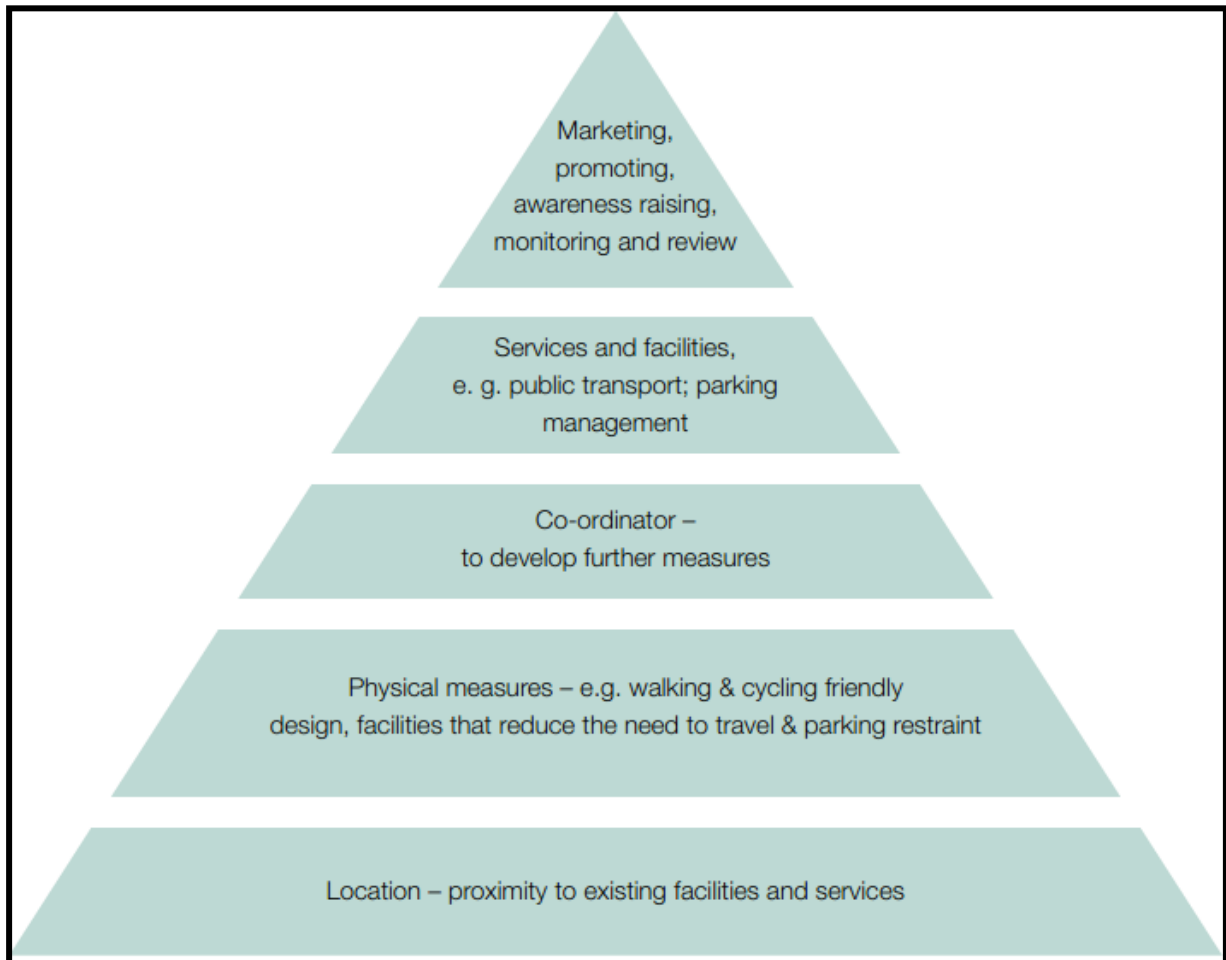
The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of pupils and staff in a new way and require partnerships between developers, local authorities, and local communities.



How The Travel Plan Accords With Planning Policy

The Site Travel Plan accords with national and local planning policy related to the development of softer-transport measures and sustainable travel objectives.

All the measures put forward should be integrated into the design, marketing and operation of the site.



Travel Plan Pyramid

At Level 1, the base of the pyramid, the **choice of location** for the development, provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, **schools** and public transport.

At Level 2 are all the **physical aspects** of the development that can be expected to influence travel.

At Level 3 is the input of a **site TP Coordinator** to co-ordinate the ongoing development and management of the plan.

At Level 4 are the **services and facilities** to be delivered as part of the travel plan to help meet transport needs as appropriate.

At Level 5 is **awareness raising, marketing and information**. These are measures designed to ensure that people know about the services and facilities provided through the travel plan and to encourage more sustainable travel.

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

“Reduce the number of car borne trips particularly single occupancy trips on the network from the site to a significantly lower level than predicated within the Transport Assessment and to encourage staff, pupils and visitors to travel by sustainable modes of transport”.

The targets should be SMART:-

*A statement of intent (the objectives) including a series of qualitative and quantitative **SMART** Travel Plan targets (**Sustainable, Measurable, Accessible, Realistic, Time sensitive**);
An assessment of the current problems/issues for the given 'target group';
An action plan of measures intended to address these issues and move toward attainment of the targets including a marketing and promotion strategy;
A monitoring and review element to ensure it remains a 'living' document.*

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of Fulford School.

Since 2014 there has been a greater than 10% reduction in single occupancy staff travel to site. A further 10% target has been set to reduce single occupancy travel.

This notwithstanding it should be recognised that regardless of the initiatives that are employed that there will always be the need for staff to travel by single occupancy car.

How will the Travel Plan be managed and implemented?

This Travel Plan has been prepared in support of a future condition discharge.

On the finalisation of the Travel Plan the document will be launched by **Mr Gary Hennigan** the nominated site TP Coordinator on behalf of Fulford School.

The TP Coordinator is tasked to deliver guidance to enable a promotion and awareness campaign will be launched encouraging staff to review their journeys to and from site, and to consider the provision of accessible transport alternatives.

The TP Coordinator is responsible for developing and managing the Travel Plan. This will involve undertaking the travel surveys; target setting; identification and implementation of the detailed measures; marketing; monitoring and reporting to the council.

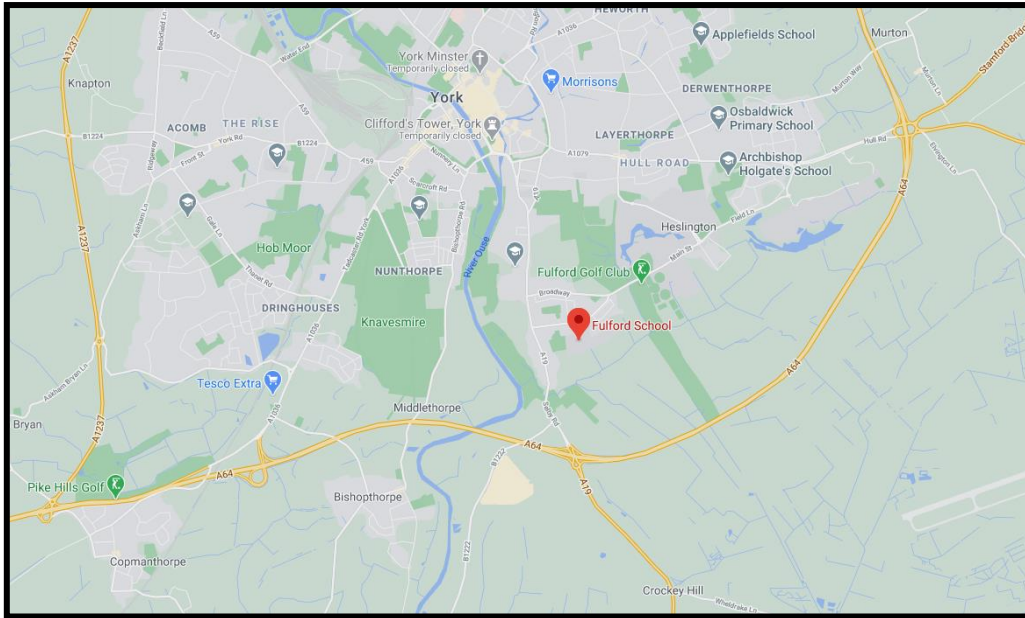
Staff will be surveyed every year. As of 2022 there were 114 respondents out of circa 185 staff members which is a 61% return.

Students will be surveyed when they join the school and then every two years after that as a matter of course. If student details change details, such as home address, then they will be required to set out how they will travel to school. Given this the re of travel to school will i.e. in year seven

4. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

Site location context

The school is located within the residential area of Fulford, only 2km south of York city centre. It is to the north of the A64 corridor and east of the A19 route.



Site location plan in relation to neighbouring settlements and locally below

The location of the site in a local setting is shown below; it is bounded residential units on the north and west side, with new development to the south. To the west of the site is the local primary school and the A19 corridor with local facilities.



Local Highway Provision

Most of the roads surveyed are subject a 30mph speed limit – the exceptions are Heslington Lane. All the roads surveyed are street lit and have footways on both sides.

Vehicle access to Fulford School is from Fulfordgate, via the priority junction with Heslington Lane. Heslington Lane in the vicinity of the school is a 20mph zone with speed cushions along its length.

The junction of Fulfordgate / Heslington Lane has a raised table to slow vehicular movements to / from the school.

Pedestrian provision in the vicinity of the School is good. The pedestrian access is from the southern end of Fulfordgate. Footways are provided on both sides of the road and street lighting is in place throughout the surrounding area.

Dropped kerbs are provided across the junction with Eastward Avenue, with dropped kerbs and tactile paving provided on all arms of the Fulfordgate / Heslington Lane junction; a raised table is provided at the junction to slow vehicular movement, together with speed humps on Fulfordgate and speed cushions along Heslington Lane.

The wider area benefits from a quality pedestrian environment, with wide footways and appropriately sited dropped crossings. At the junctions of Fulford Road / Heslington Lane and Fulford Road / Broadway controlled crossing facilities are provided, enabling pedestrians to access residential areas on the western side of Fulford Road with ease.

Heading both north and south on Fulford Road there are frequent opportunities for crossing.

To the east, the route towards Heslington village via Heslington Lane is street lit and a continuous footway is provided on the northern side of the road.

York benefits from a comprehensive cycle network, which extends across the city, being generally flat in the vicinity of Fulford School, the aforementioned traffic calming serves to slow vehicular speeds.

At the junction of Heslington Lane / Fulford Road to the west, advance cycle stop lines are provided on all approaches.

To the north, on-road cycle lanes are provided on both sides of the road between Heslington Lane and the junction of Maida Grove.

Here, the northbound cycle lane terminates, whilst the southbound provision terminates opposite Grange Street as the carriageway narrows on Fishergate.

Heading east along Heslington Lane, on-road cycle ways are provided on both sides of the road to the east of Heath Moor Drive and at the mini-roundabout with Broadway.

This links to provision on Broadway itself to the west and to an off-road facility on the northern side of Heslington Lane that extends north east towards the University campus.

A detailed photographic record of the local access and setting is provided below for future reference.

The Germany Beck estate connects to the A19 via a new set of signals leading to the estate; the build is continuing but has completed the Porter Avenue link to the school.



A19 signals leading to estate.



Porter Avenue heading north to school.



Porter Avenue narrows near to school boundary and links the path crossing east west.

School Lane lies to the west of the school and is a narrow route/cul de sac with a 20mph speed limit.

It forms a shared space route to the playground area where a new path has been provided to the Germany Beck Estate. This starts/ends at the end of Porter Avenue where the proposed bus lane and walk connection to the school is to be made.



School Lane to Porter Avenue connection and new route provision for walk route to school.



School Lane is narrow but calmed at key crossing points.



School Lane path connection and narrowing

Heslington Lane runs from A19 east towards the school.



A19 approach from south to Heslington Lane and lane signals showing cycle refuge.



View heading east to school access Fulfordgate raised platform.



On street parking to east of school access



View into Fulfordgate



Fulfordgate parking approaching school.

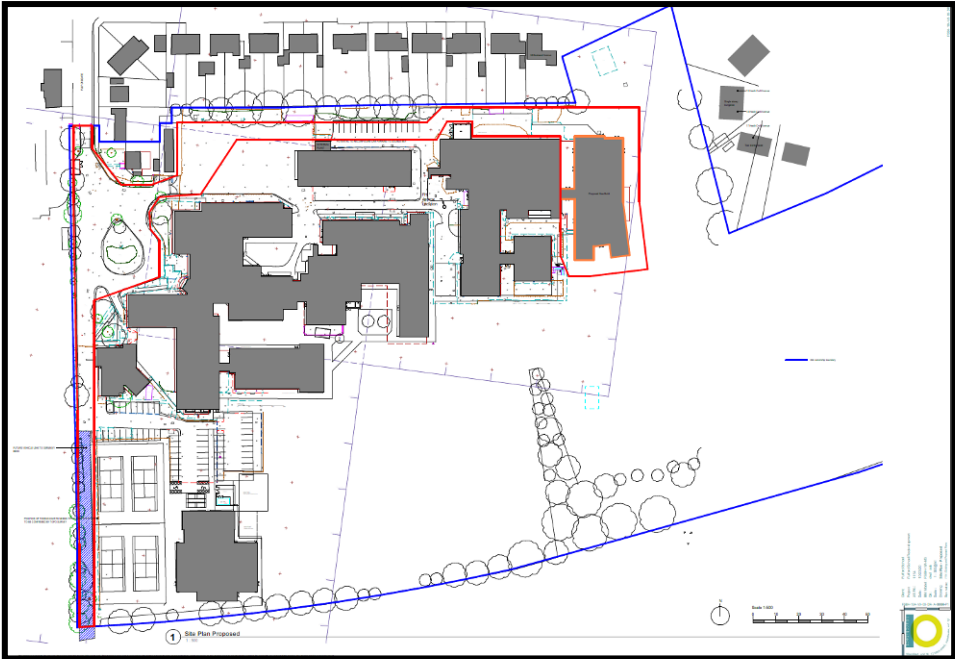


School access

Appendix A contains additional photographs of the local area which represent the February 2023 case. It should be noted that all of the highway improvement within and surrounding the site that were proposed have been built.

Approved Development Proposals

The application sets out a new block for teaching, car park changes and a revised bus access route which have all been completed, see Appendix A.



PLAN

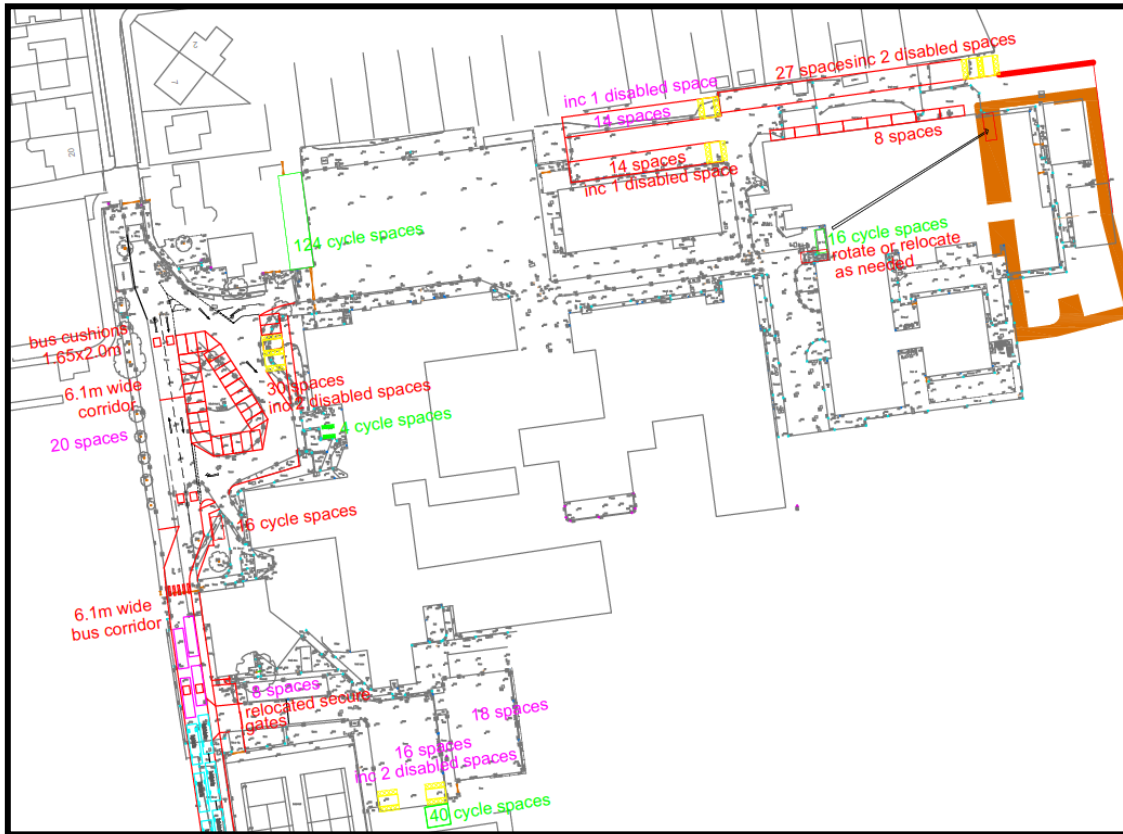
The new facility is to be layered on top of the existing school which will offer safe internal lit spaces with walk routes that do not interact with vehicles during the day and a pleasant environment which will be created by landscaping to the edges of the school area.

Car Parking

The school had a pre February 2023 car parking level of 116 spaces with the vast majority of 102 being marked out. At that time it was known some overspill occurred locally as 6th form students travelled to college by car.

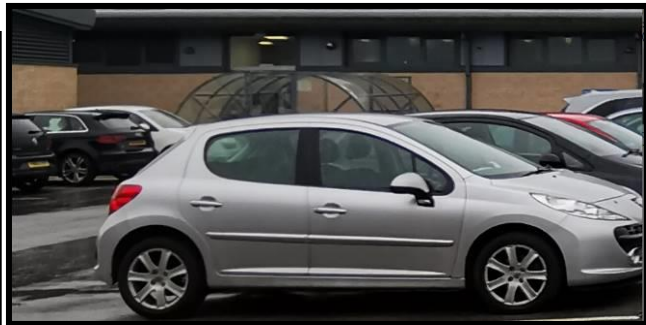
The approved layout below shows that overall 155 car parking spaces will be provided on site. An increase of 39 spaces. All of the on-site car parking will be for staff only it will be communicated to students that no onsite provision will be made for students to park their own cars and that they should continue to walk, cycle or use public transport to access the school.

It has been agreed with the Planning Authority that 4 electric charging points will be provided on site. September 2024 update; there are 4 EV charging points on site and 9 members of staff are registered to be able to use them to charge their EVs.



Cycle Parking

The pre February 2023 situation, in terms of cycle parking at the school existing cycle offer is shown in the following images.

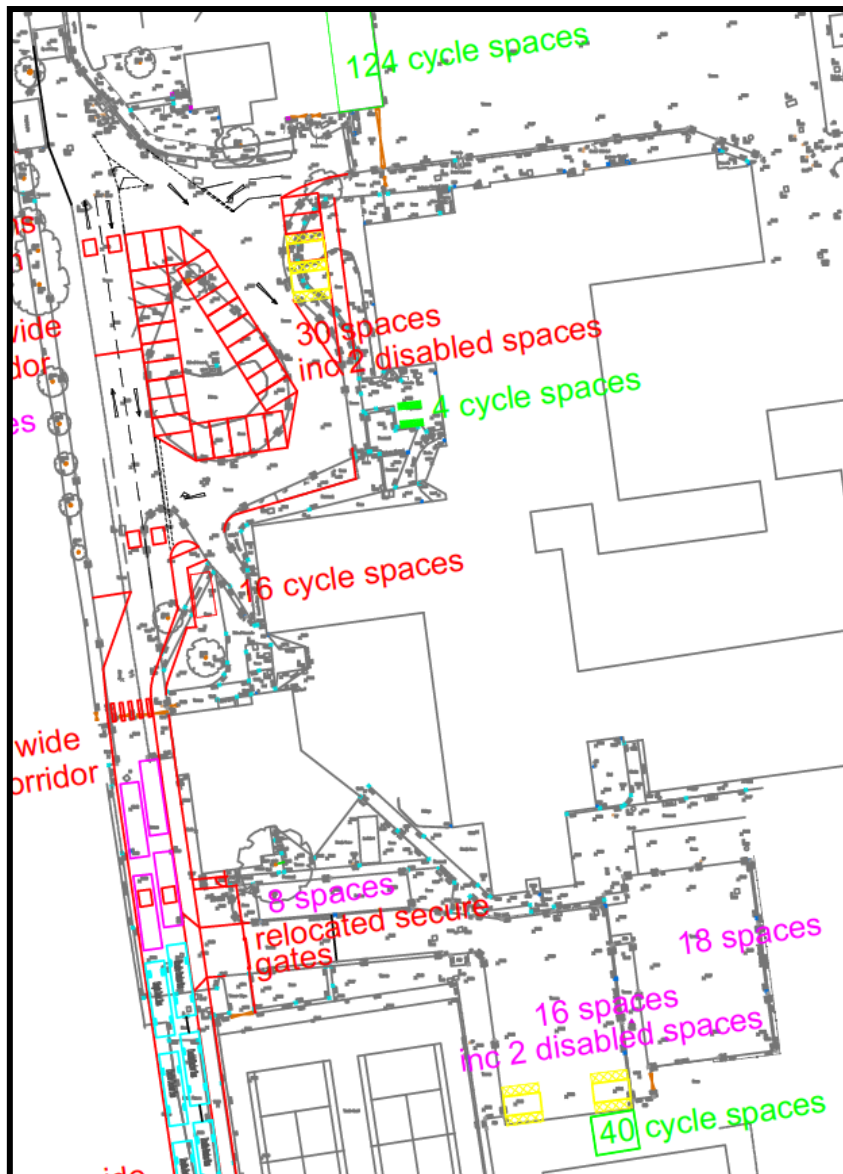


Main cycle block to side of playground 124 cycle spaces and Sports Hall 40 cycle spaces



Front of block H 16 cycle spaces

The approved proposals is for 180 covered cycle spaces and 2 Sheffield hoops near the entrance for 4 cycles thus 184 in total with the majority at the school entrance area shown in green.



The school provides more than the above policy requirement and has added an extra 16 spaces for pupils only near the start of the bus lane thus the school provides 200 in total exceeding policy to support the travel plan as the school moves forward.

The existing large cycle shed at the school is prominently located in the school playground immediately adjacent to the existing building. It has overhead cover with cycle racks fixed to the hard-standing. The distance between each cycle rack, and the cycle racks and the wall, allows appropriate access to the cycle storage space for easy storage and access to bikes. A total of 124 cycle parking spaces are provided in the large cycle shed. The client is committed to improving the lighting in this cycle shed to further encourage its use.

The staff and students arriving on bicycles are free to use the shower and changing facilities in the Sports Hall.

The Sports Hall has 16nr showers (7 male, 7 female plus 2 unisex) and 42nr lockers available for the use of commuting cyclists. The lockers are located in the communal area immediately outside the changing area. Changing rooms are also provided with benches with hooks for hanging clothing.

September 2024 update. Additional cycle parking has been provided for 6th form pupils just inside the southern entrance to the school.

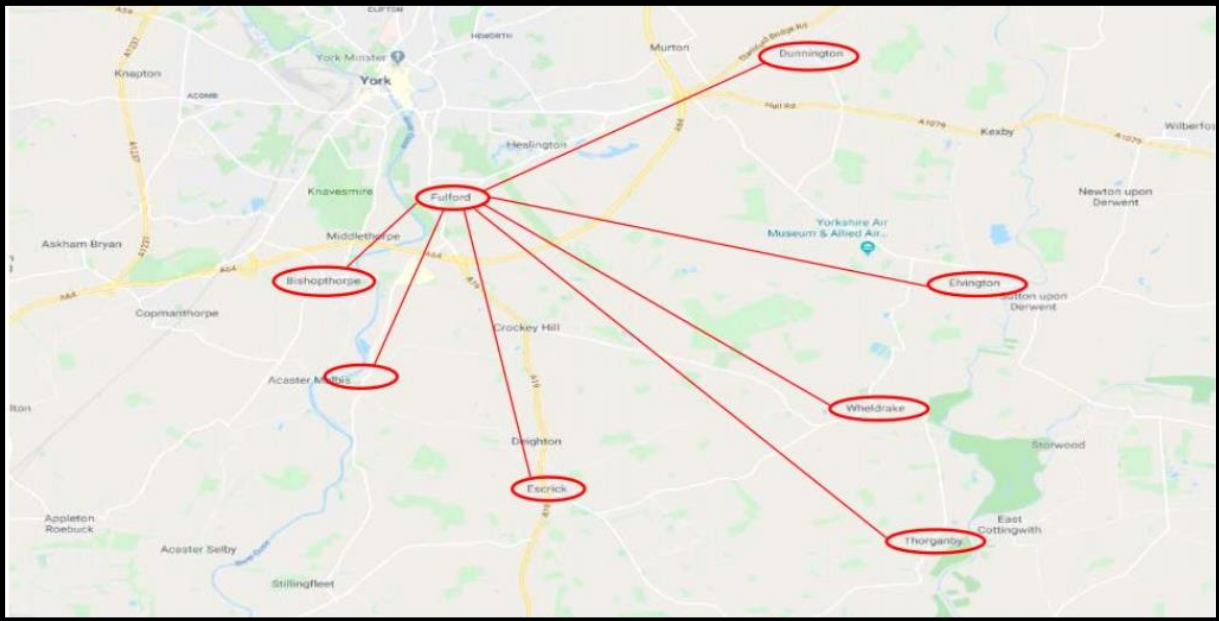
5. SCHOOL BACKGROUND DATA AND BUSINESS CASE

Introduction

Fulford School is designated coeducational comprehensive school providing education for pupils aged 11 – 18. All accommodation is located on a single campus in Fulford on the southern edge of the City of York.

School Catchment

The school feeder area is largely to the south/south east and east for the villages shown below.



Due to its predominantly rural catchment (which includes the villages of Dunnington, Elvington, Wheldrake, Thorganby, Stillingfleet, Acaster Malbis and Bishopthorpe), students travel to school on dedicated school bus services, more than any other secondary school in York.

School bus services

One transport provider (York Pullman) currently provides all dedicated home to school bus transport into Fulford School (11 of these routes are procured by the City of York Council and three by North Yorkshire County Council).

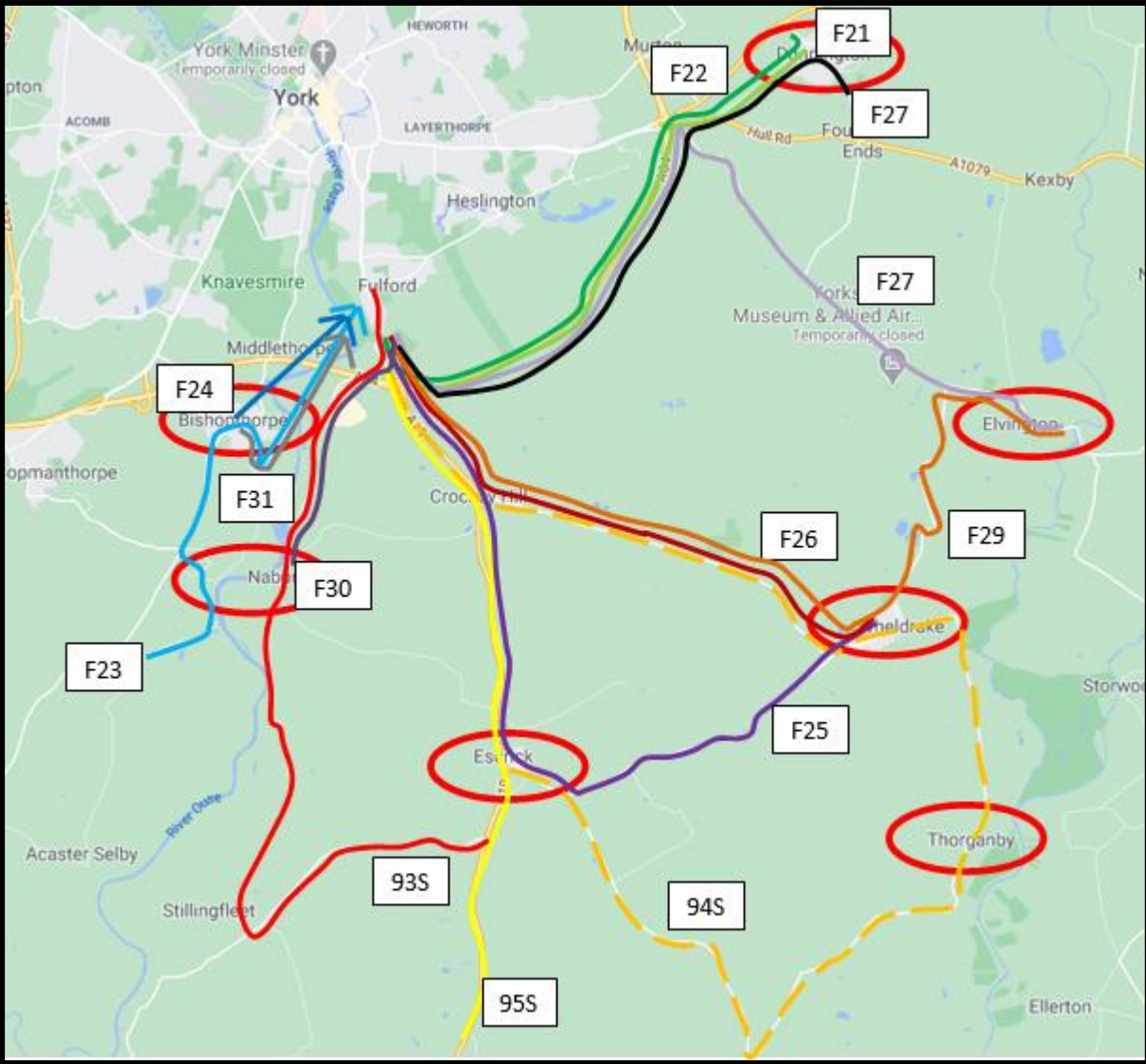
The services are reviewed annually to take on board the new pupil allocations, this will also include the applied for increase in pupil numbers, additional service or capacity would be provided to meet the needs of the additional pupils as required.

There are some 3 single deck, 2 coaches and 9 double decker buses observed. These deliver some 58% of pupils to the school.

As a result of the extended pupil travel distances, the School relies on transport infrastructure to enable attendance. Access to the School site is via Heslington Lane and Fulfordgate, a short residential cul-de-sac off Heslington Lane.

All traffic, whether it is pedestrians, cycles, taxis, cars or school buses, currently must pass through the single entrance to the School off Fulfordgate. The proposed changes to a one way system will noticeably improve the operation of the junction with Fulfordgate.

The school based services are all timed and pupils who are allocated to the services are made aware at the start of the school year of the timetables in place.



Details of the bus routes and services are shown below and overleaf.

Service 093S			
Time	Outward Journey	Time	Return Journey
08:13	Escrick Grange, on the Stillingfleet Rd, YO19 6EB	15:40	Depart Fulford School
08:18	Stillingfleet, Cross Keys Inn	15:47	Naburn Front Street
08:19	Stillingfleet, St Helen's Church	15:49	Naburn Lock Caravan Park ** NEW STOP
08:22	Moreby Hall Road End	15:49	Naburn Grange **NEW STOP 2020**
08:22	Naburn Grange **NEW STOP 2020**	15:50	Moreby Hall Road End
08:23	Naburn Lock Caravan Park ** NEW STOP 2019 / 2020 **	15:56	Stillingfleet, St Helen's Church
08:25	Naburn Front Street	15:57	Stillingfleet, Cross Keys Inn
08:40	Fulford School	16:02	Escrick Grange, on the Stillingfleet Rd, YO

Service 094S

Time	Outward Route	Time	Return Route
08:00	Escrick	15:25	Fulford School
08:10	Bodby Lane	15:50	Escrick
08:16	Thorganby	16:00	Bodby Lane
08:17	Holme Farm Cottages	16:06	Thorganby
08:40	Fulford School	16:15	Holme Farm Cottages

Service 095S

Time	Outward Journey	Time	Return Journey
0750	Hollicarrs	1540	Fulford School
0800	Escrick	1600	Escrick
0830	Fulford School	1610	Hollicarrs

Service F21

From September 2019

Time	Outward Journey
08:05	Dunnington - Common Rd, Costcutter HQ
08:10	Dunnington - Common Rd, Wooden bench just before junction with Greenside
08:15	Dunnington - The Greyhound, York Street
08:35	Fulford School

Service F22

From September 2019

Time	Outward Journey
08:05	Water Tower - Church Balk
08:10	York Street - Outside Costcutter shop
08:15	Derwent Estate
08:35	Fulford School

Service F23

From September 2019

Time	Outward Journey
07:45	Nova Scotia Cottage
07:50	Acaster Malbis - Mount Pleasant
07:55	Acaster Malbis - Memorial Hall,
08:00	Appleton Road - Bus Stop Before Bridge
08:03	Maple Avenue - Stop 1
08:05	Maple Avenue - Stop 2
08:08	Montague Road - Opposite Shops
08:10	Keble Park South
08:13	Keble Park North - Stop 1
08:13	Keble Park North - Stop 2
08:35	Fulford School

Service F24

From September 2019

Time	Outward Journey
08:15	Bishopthorpe - Outside Library
08:35	Fulford School

Service F25

From September 2019

Time	Outward Journey
07:55	Wheldrake - North Lane
07:57	Wheldrake - CE Primary School
08:00	Wheldrake - Woodridge Farm
08:00	Wheldrake - Millfield Farm
08:02	Escrick/A19 Junction
08:05	Deighton - White Swan
08:10	Crockey Hill
08:15	Lincroft Lane
08:35	Fulford School

Service F26

From September 2019

Time	Outward Route
07:50	Wheldrake Lane, Red Cottages, Crockey Hill
07:52	Wheldrake Lane, Pool Bridge Farm
08:05	Wheldrake - Dalton Hill Bench Side of Wenlock Arms
08:08	Wheldrake Lane - Benjy Lane Ends
08:10	Wheldrake Lane - North House Farm
08:15	Wheldrake Lane - Red Cottages just before Crockey Hill Junction
08:35	Fulford School

Service F27

From September 2019

Time	Outward Route
08:05	Elvington, Village Green opposite Gray Horse
08:08	Elvington - Opposite Mallard Court
08:08	Elvington - Opposite School
08:10	Elvington Park - Wooden shelter
08:11	Air Museum Bus Stop, B1228
08:13	Elvington Lane - Gypsy Wood Barn
08:14	Elvington Lane - Grange View
08:20	Elvington Lane - Hill Farm
08:35	Fulford School

Service F28

From September 2019

Time	Outward Route
08:10	Common Rd, Wooden bench just before junc with Greenside, Dunnington
08:35	Fulford School

Service F29

From September 2019

Time	Outward Route
07:55	Elvington, Village Hall
07:56	Elvington - Opposite Mallard Court
07:57	Elvington - Opposite School
07:59	Elvington Park - Wooden shelter
08:00	Elvington, Scout Hut, Wheldrake Lane
08:01	Bowling House, Wheldrake Lane, Elvington
08:05	Wheldrake - Main Street outside the Post Office
08:35	Fulford School

Service F30

From September 2019

Time	Outward Route
08:10	Naburn - B1222 Howden Dyke Bus Stop (Outside Boat Yard)
08:12	Naburn - Vicarage Lane Bus Stop
08:15	Naburn - Front Street Bus Stop
08:35	Fulford School

Service F31

From September 2019

Time	Outward Route
08:02	Bishopthorpe, Maple Avenue, Stop 1
08:03	Bishopthorpe, Maple Avenue, Stop 2
08:04	Bishopthorpe, End of Montague Road/ just before Acaster Lane
08:07	Bishopthorpe - Outside Library
08:35	Fulford School

School Timings

Normally – School starts at 8.55am and finishes at 3.20pm. Enrichment and after-school activities then last until 4.00-4.15pm.

Currently, there are no early morning enrichment and limited after-school activities.

Pupil Numbers and Planned Growth

ESFA records the planned capacity of the Academy is 1,603 in the age range 11 to 18, including the sixth form provision for 403 pupils. This generates a Year 7 Planned Admission Number of 240.

Analysis of the current (November 2019) NOR provides the following data:

NOR 1561 11 – 18 years

NOR 1273 11 – 16 years

NOR 288 16 – 18 years

This expansion project proposes to increase Y7 admissions (PAN) from 8FE (240) to 10FE (300). The School will increase its Net Capacity from 1603NOR to 1903NOR as the 10FE cohort progresses through school.

Proposals within this project, therefore, provide for an additional 300 11-16 pupil places with subsequent, managed growth in sixth form pupil numbers predicted to achieve current post-16 capacity only.

6. TRAVEL SURVEY AND TARGETS

At the time of the planning application submission it was not possible to undertake a travel survey due to COVID restrictions; however data for 2014 / 2015 was available.

As part of the February 2023 update a travel survey was undertaken in September 2022. Appendix B contains the Travel Survey.

Pupils

The travel survey results for students / pupils in 2009, 2011, 2014, 2015, 2022 and 2024 are provided in the table below.

Mode	Percentage split of Students' usual mode of travel to/from school					
	2009	2011	2014	2015	2022	2024
Walk	26.9%	26.0%	25.8%	26.7%	27.8%	29.4%
Cycle	7.1%	5.7%	6.9%	7.0%	9.1%	10.2%
Car	8.4%	6.9%	5.0%	4.8%	3.0%	3.5%
Car share	2.2%	1.0%	0.2%	0.0%	0.3%	0.8%
Public Service Bus	5.3%	3.5%	4.3%	4.4%	1.1%	0.4%
Dedicated School Bus	47.0%	52.1%	55.3%	53.2%	58.2%	55.3%
Bus Type Unknown	1.5%	0.4%	0.4%	1.3%	0.0%	0%
Train	0.0%	0.0%	0.1%	0.1%	0.2%	0%
Taxi	1.3%	1.7%	1.6%	1.4%	0.4%	0.4%
Other	0.1%	2.7%	0.2%	0.1%	0.0%	0%
Not Recorded	0.2%	0.0%	0.4%	1.1%	0.0%	0%

Overall 96% of students and pupils travel to the school in a sustainable manner. Since 2015 there has been a positive outcome of pupils travelling sustainably to site.

Those student or pupils who travel by the least sustainable mode are unlikely to change regardless of encouragement or initiative as there will be element personal circumstances for that choice:

- Does not live near a public transport route
- family need to travel by car as part of a linked trip
- ambition of driving to school when they reach 17/18 years of age.

It is likely that as and when the school cohort includes more of the children who live in the adjacent Germany Beck residential development then there will be greater numbers of students travelling more sustainably.

Other than ensuring that walking routes, subsidised bus services and cycle shelter / showers are available; which is done as a matter of protocol, then there is little in the way of further improvements / initiatives that can be undertaken to improve sustainable travel options for pupils.

Given the above no future target for improving student sustainable travel percentages have been set. Ongoing monitoring of travel trends will be undertaken and if there is a fall in the percentage of students who travel sustainable to site to below 90% then the TP Coordinator will re-evaluate this target.

Staff

Below are the survey results for staff.

Mode	Staff Travel Survey Responses						Proposed Mode of Travel Staff Target for September 2023	
	2014		2022		Change		Change from 2022	
	No.	%	No.	%	No.	%	%	
Walk	3	2.6%	13	11.0%	11	8%	12%	+1
Cycle	24	24.2%	24	20.3%	1	-4%	25%	+5
Car	67	69.1%	69	58.5%	2	-11%	48%	-10
Car share	3	3.1%	9	7.6%	6	5%	12%	+3.5
Public Service Bus	1	1.0%	3	2.5%	2	2%	3%	+0.5
Train	0	0.0%	0	0.0%	0	0%		
Taxi	0	0.0%	0	0.0%	0	0%		
Other	0	0.0%	0	0.0%	0	0%		

Since 2014 there has been an 11% percentage drop in staff travelling in single occupancy cars to site and increase in car sharing. Access to sustainable forms of transport is limited as:

- some staff may not live within easy walking or cycling distance.
- staff tend to work longer and unsociable hours.
- staff may require access to single occupancy car to move teaching materials, i.e. mark text books etc.

It could be argued that the 11% drop in single occupancy car travel by staff demonstrates that the Travel Plan is doing its job.

The above notwithstanding the monitoring of staff will continue and the aspirational year on year target of reducing 10% single car occupancy remains.

Below are the September 2024 updated results.

Mode	Staff Travel Survey Responses					
	2014		2022		2024	
	No.	%	No.	%	No.	%
Walk	3	2.6%	13	11.0%	12	11.2%
Cycle	24	24.2%	24	20.3%	20	18.7%
Car	67	69.1%	69	58.5%	66	61.7%
Car share	3	3.1%	9	7.6%	8	7.5%
Public Service Bus	1	1.0%	3	2.5%	1	1%
Train	0	0.0%	0	0.0%	0	0.0%
Taxi	0	0.0%	0	0.0%	0	0.0%
Other	0	0.0%	0	0.0%	0	0.0%

7. MITIGATION MEASURES

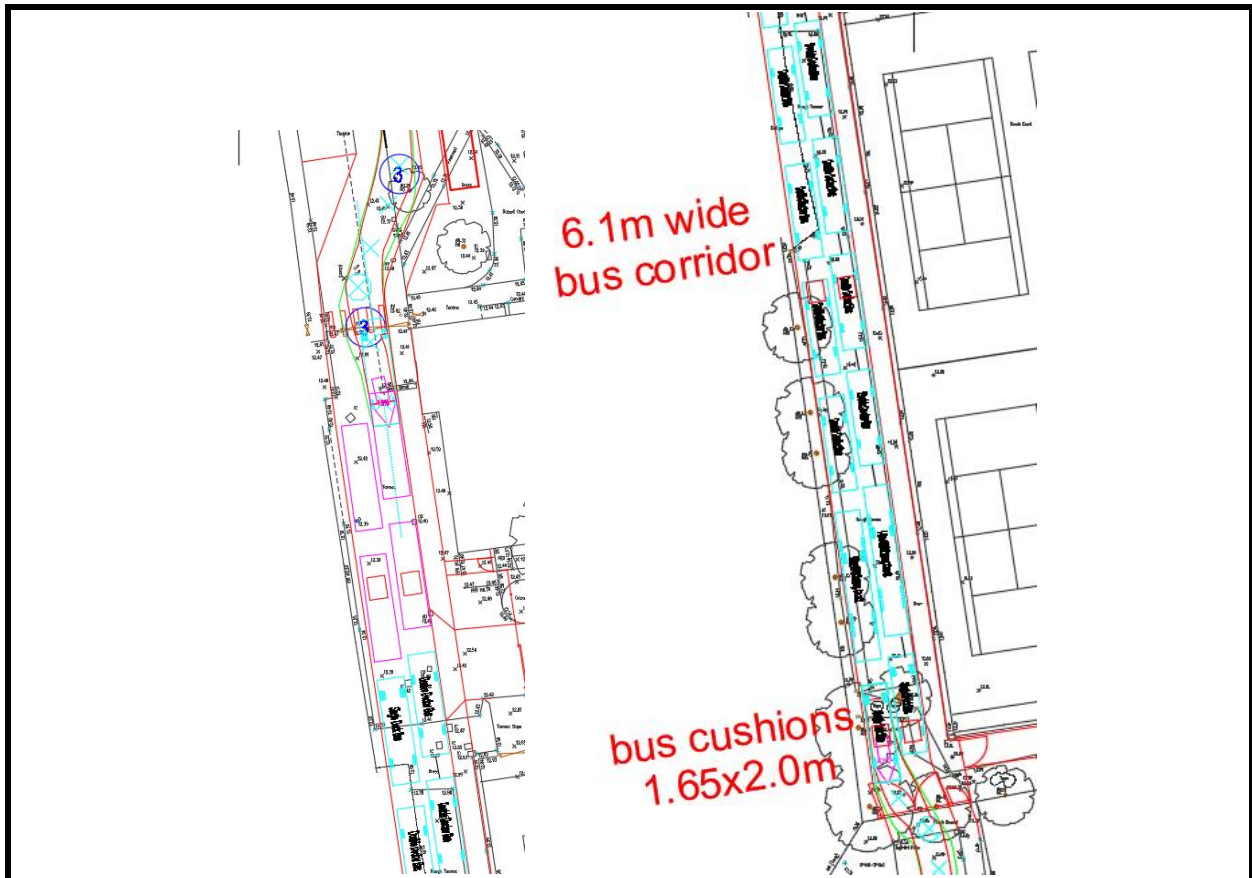
Introduction

As part of the planning approval it was recognised that direct access to the adjacent Germany Beck scheme was required to support walking and cycling opportunities. The links have now been provided see photos in Appendix A.

In a wider sense accommodating pupil travelling by bus / coach was also accommodated on site by providing for an internal drop off and egress arrangement

Bus Pick Up and Drop Off Proposals

The drawing below shows the stacking area for buses within the site. This measures has now been built see Appendix A.



8. ACCESSIBILITY BY MODE

Introduction

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

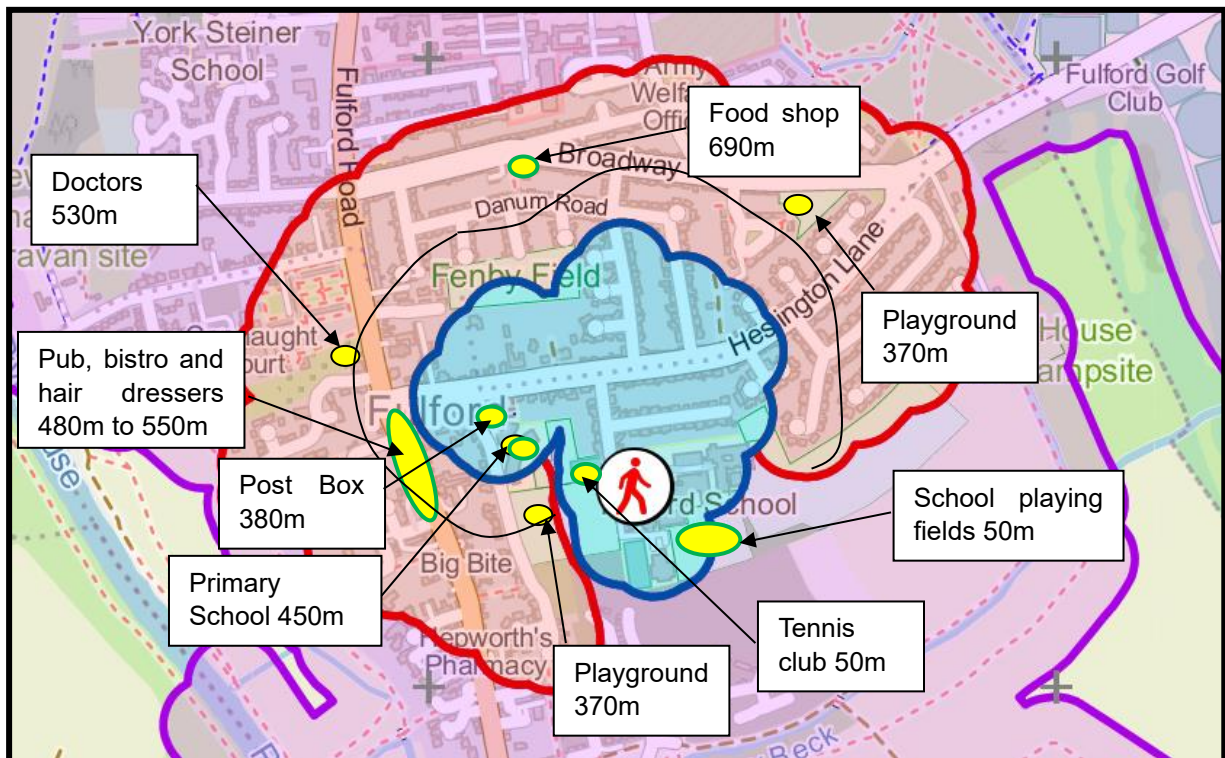
1. accessibility on foot and cycle;
2. accessibility by public transport;

BREEAM Index

Based on the BREEAM calculations, the Accessibility Index (AI) for the site is 1.3.

Local Amenities Review

Although the application relates to a school the ability to carry out a shared trip to and from the school has been reviewed. The highlighted amenities are all accessed by safe pedestrian routes from the school entrance.

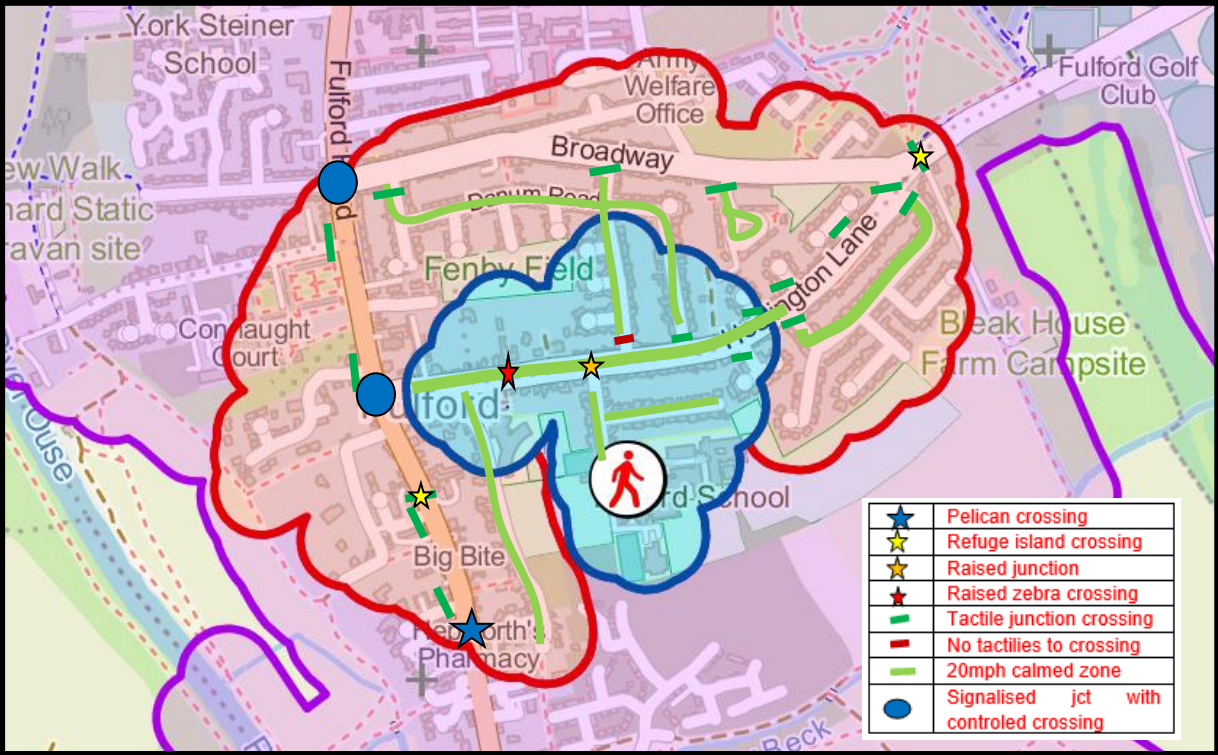


Disabled access review

The existing facilities within a 800m distance of the school have been reviewed for those that exist and where issues occur what they are.

The school lies in a main urban area with have paths on both sides of the carriageway, minimum 2m wide or more, street lighting, traffic calming and crossing provision where demand is highest. These are shown overleaf.

It is unknown if the signalised crossings have rotating cones for the visually impaired.



Walking

The proposed development site is located within the urban area with a range of local land uses, services, and facilities.

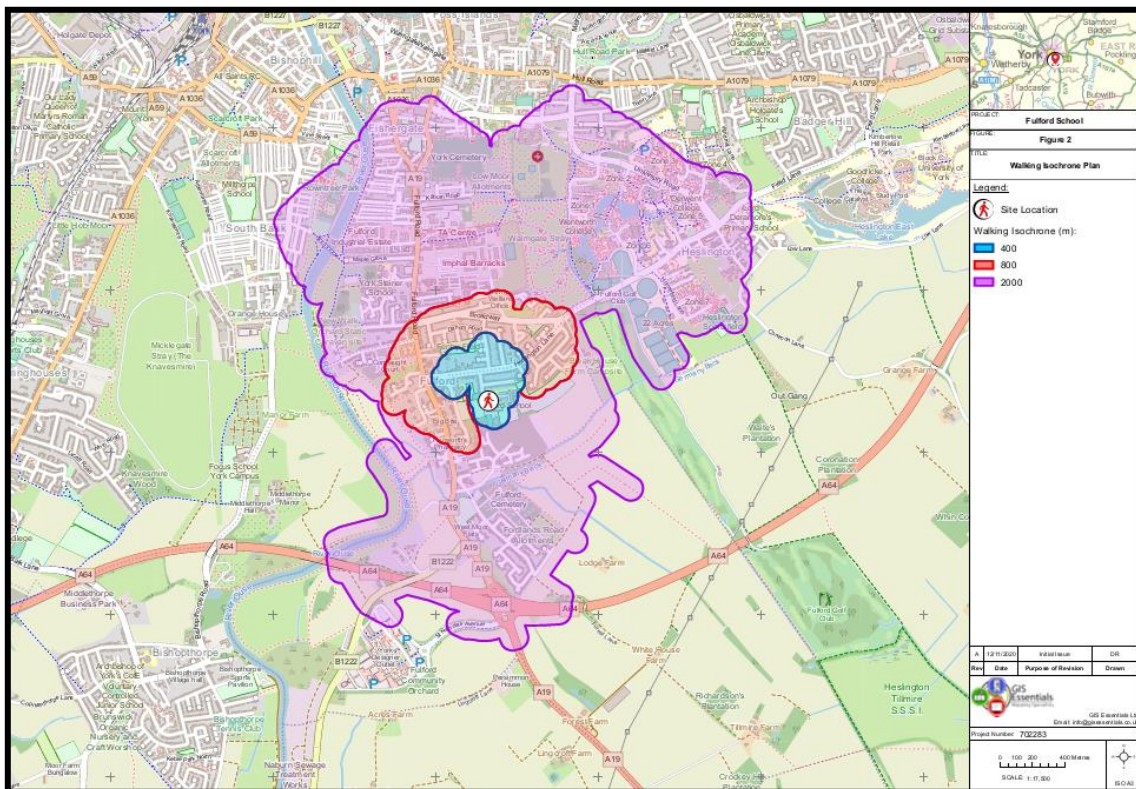
The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS, and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km (an approximate 25-minute walk time) is also supported in the IHT document “Providing for Journeys on Foot”.

The CIHT provides about journeys on foot. It does not provide a definitive view on distances but does suggest a preferred maximum distance of 2000m for walk commuting trips, it also recognises a walking distance of up to two miles (3,200m) is practicable for walking. Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

The pedestrian catchment area for the school site extends to cover the neighbouring settlements and actual modes used indicated on the image provided for a true catchment to be shown.

The residential areas locally are in easy walk distance, supporting around 415 pupils walking to school in a safe manner.



Walk catchment

The National Travel Survey: 2011 (Published December 2012, Department for Transport) sets out several key findings for walking used below for the accessibility review.

For home/secondary school trips of less than 1 mile (1,600m), the statistics show that 89% of trips made by secondary school children are on foot with 58% of trips made on foot for trips between 1 mile (1,600m) and 2 miles (3,200m). This would suggest that walking is a realistic mode of travel for secondary school trips up to 2 miles (3,200m).



PROW/new routes

There are very good pedestrian routes in the vicinity of the site as such pedestrian mode will be high in nature.

In conclusion, the proposed application site can be considered as being highly accessible on foot.

Cycling

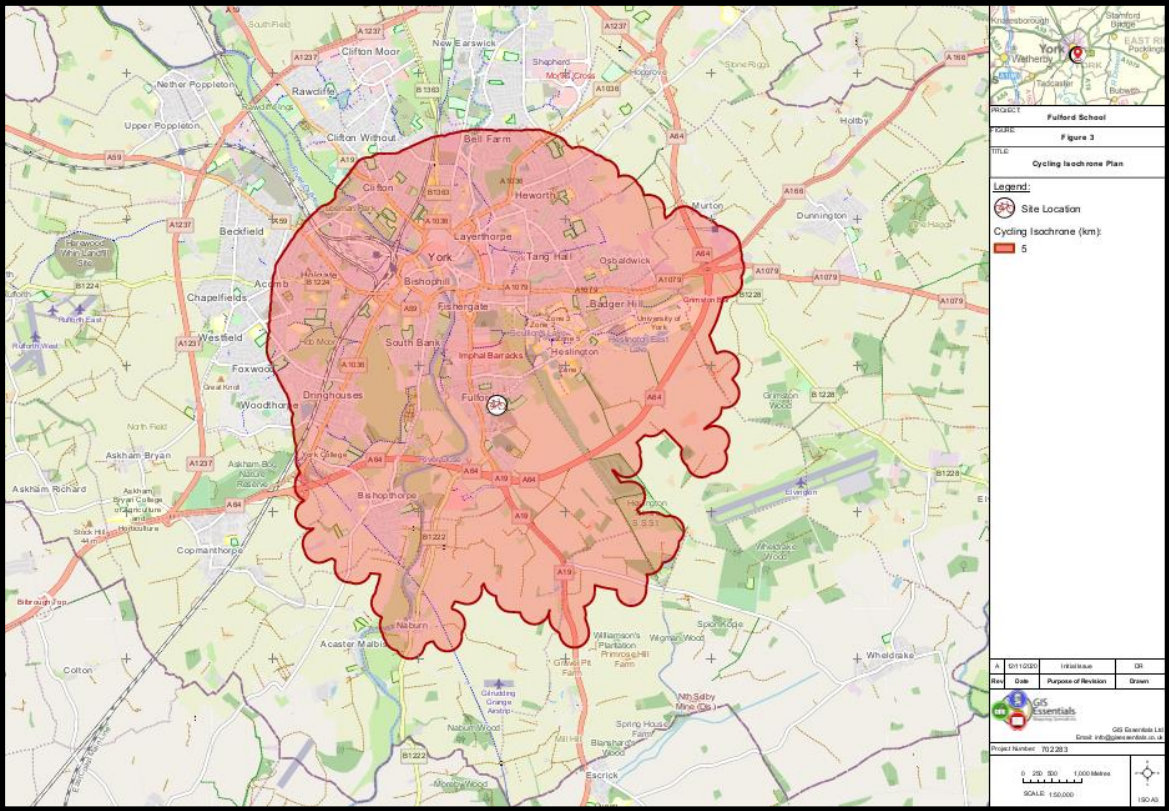
The existing large cycle shed at the school is prominently located in the school playground immediately adjacent to the existing building. It has overhead cover with cycle racks fixed to the hard-standing. The distance between each cycle rack, and the cycle racks and the wall, allows appropriate access to the cycle storage space for easy storage and access to bikes. A total of 124 cycle parking spaces are provided in the large cycle shed. The client is committed to improving the lighting in this cycle shed to further encourage its use.

The staff and students arriving on bicycles are free to use the shower and changing facilities in the Sports Hall.

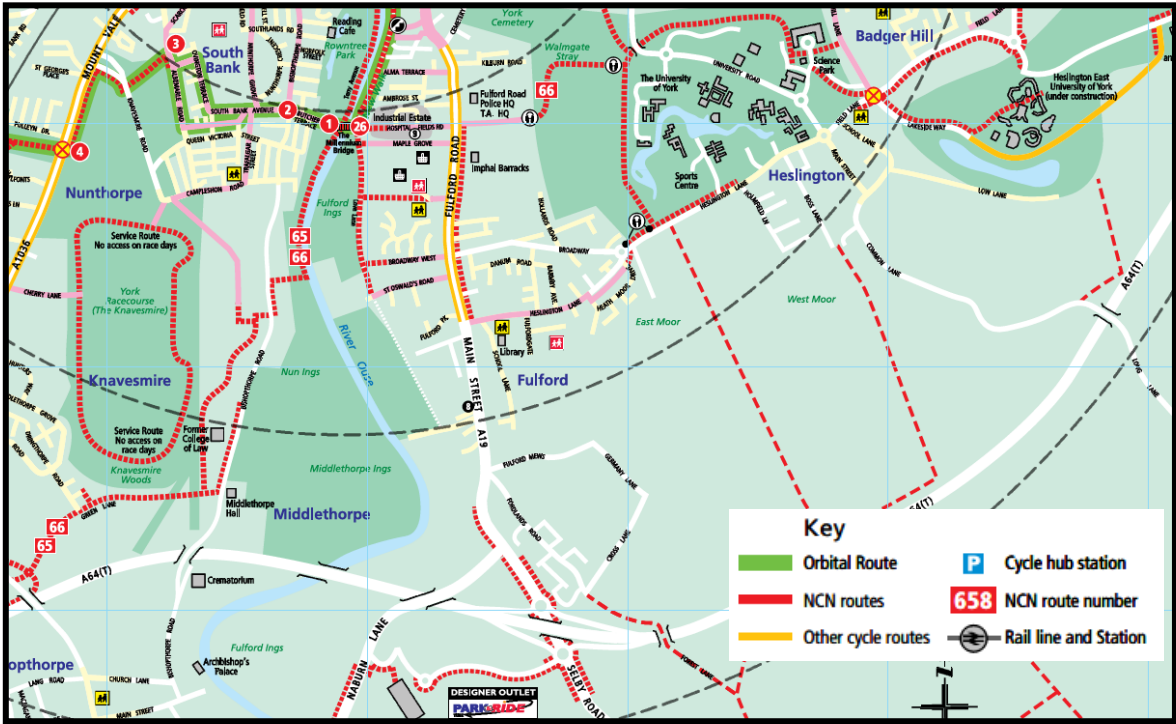
The Sports Hall has 16nr showers (7 male, 7 female plus 2 unisex) and 42nr lockers available for the use of commuting cyclists. The lockers are located in the communal area immediately outside the changing area. The Changing rooms are also provided with ample changing benches with hooks for hanging clothing

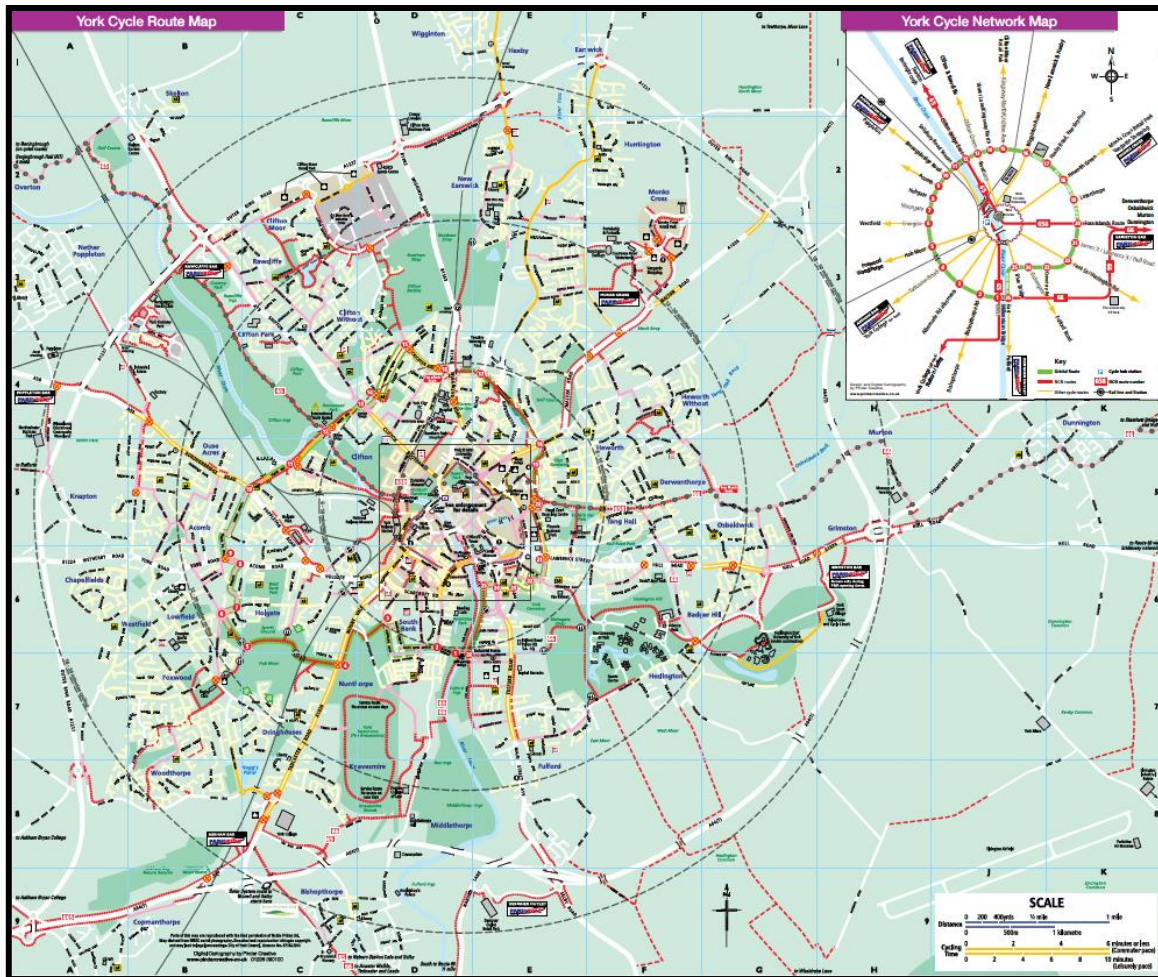
Historic Guidance and perceived good practice suggest: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport". The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used. The 5 km distance is indicated on the figure below.



Cycle Catchment





Local cycle routes

The plan and routes show that a significant part of the local area is within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.

Therefore, there are a variety of residential areas, within the cycle catchment area which can be access the school.

The need for additional cycle infrastructure is led by the council and the demand is known to arise as part of additional housing developments and the design of the new estates etc. is reviewed to take on board the connections to cycle lanes etc. and provided them if not currently in place, thus overtime the local infrastructure is improved to meet demand, connections to schools forms part of the review.

In conclusion, the proposed application site can be considered as being very well served by the cycle network and is therefore accessible by cycle.

Travel by Public Transport

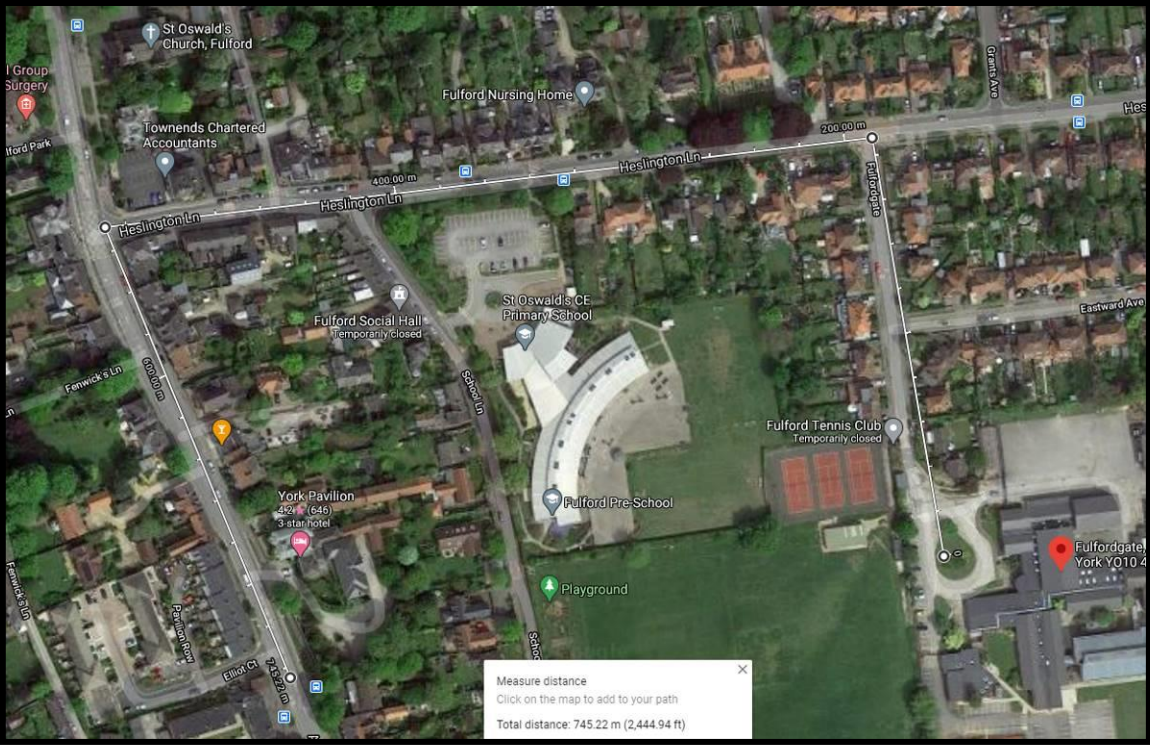
In addition to the dedicated school services an effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure, and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

“What is the existing situation with respect to public transport provision in and around the development?”

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?” (para 4.18).



Heslington Lane has stops west and east of the school, in addition the 19 has stops within the 800m walk as shown.

York has a programme of upgrading the stops to have real time information displayed which will over time aid the users. The TP Coordinator will be tasked with keeping staff and pupils updated if a notified disruption of the local services occurs that was not planned.



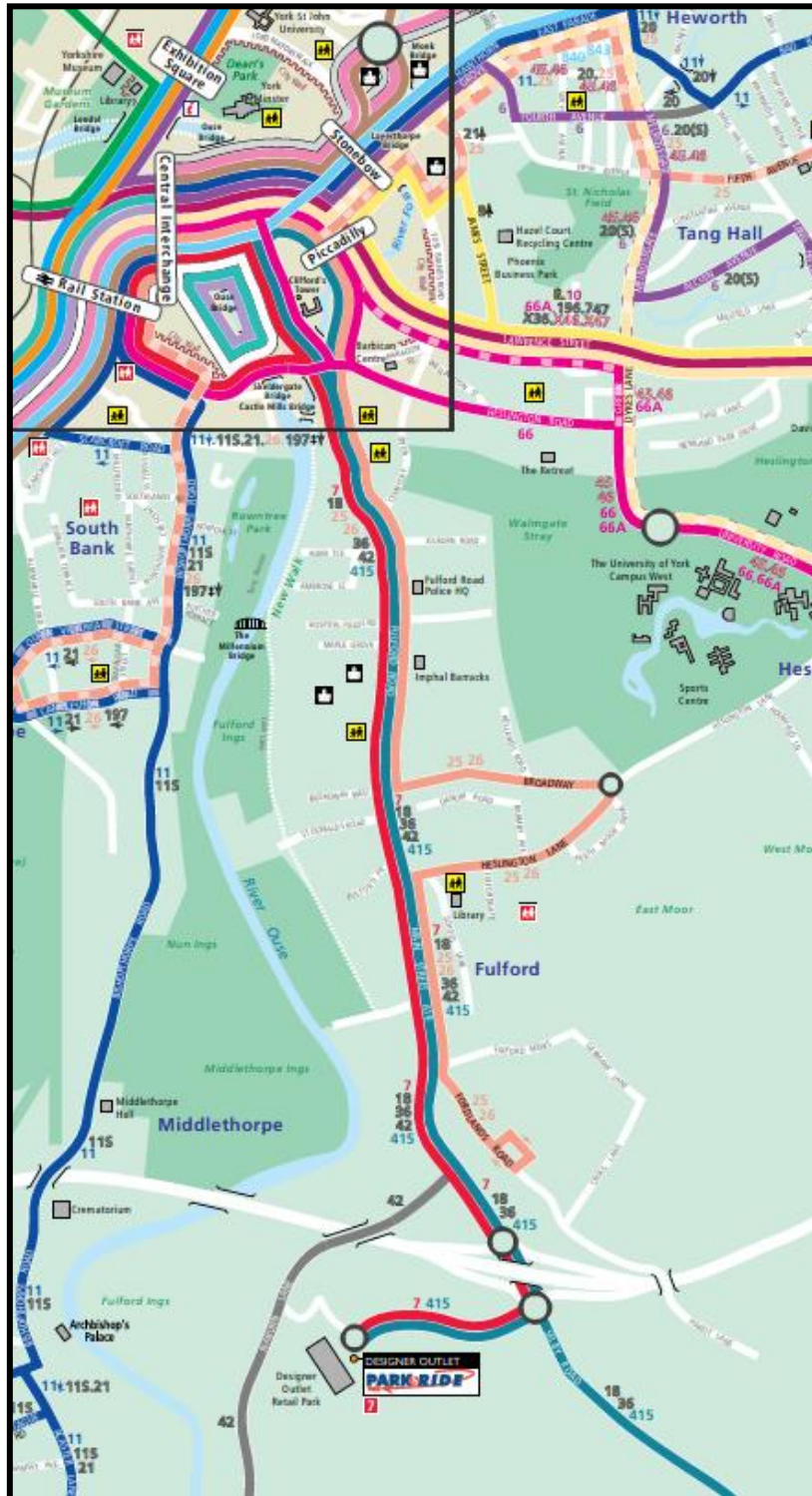
Bus stops to east of Fulfordgate above and west below

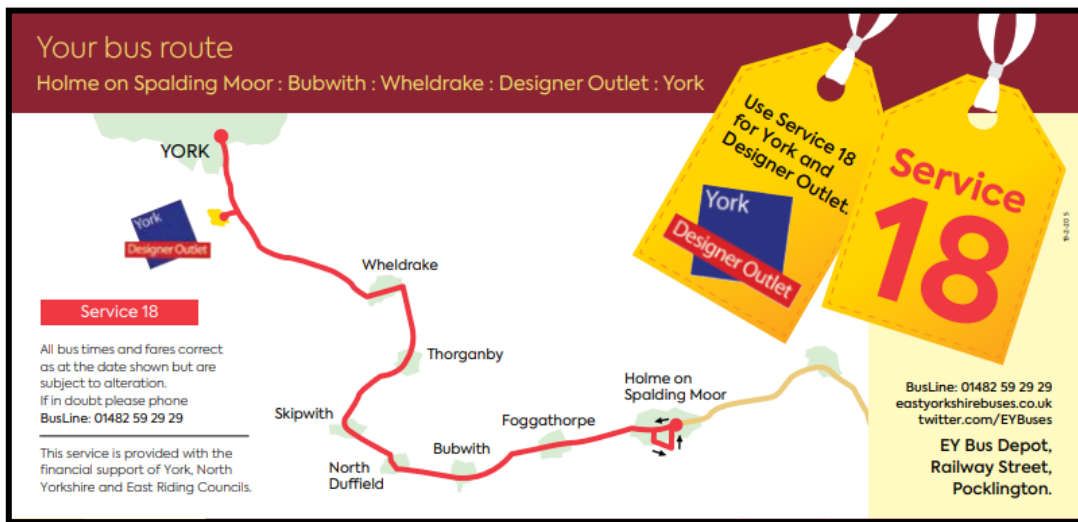
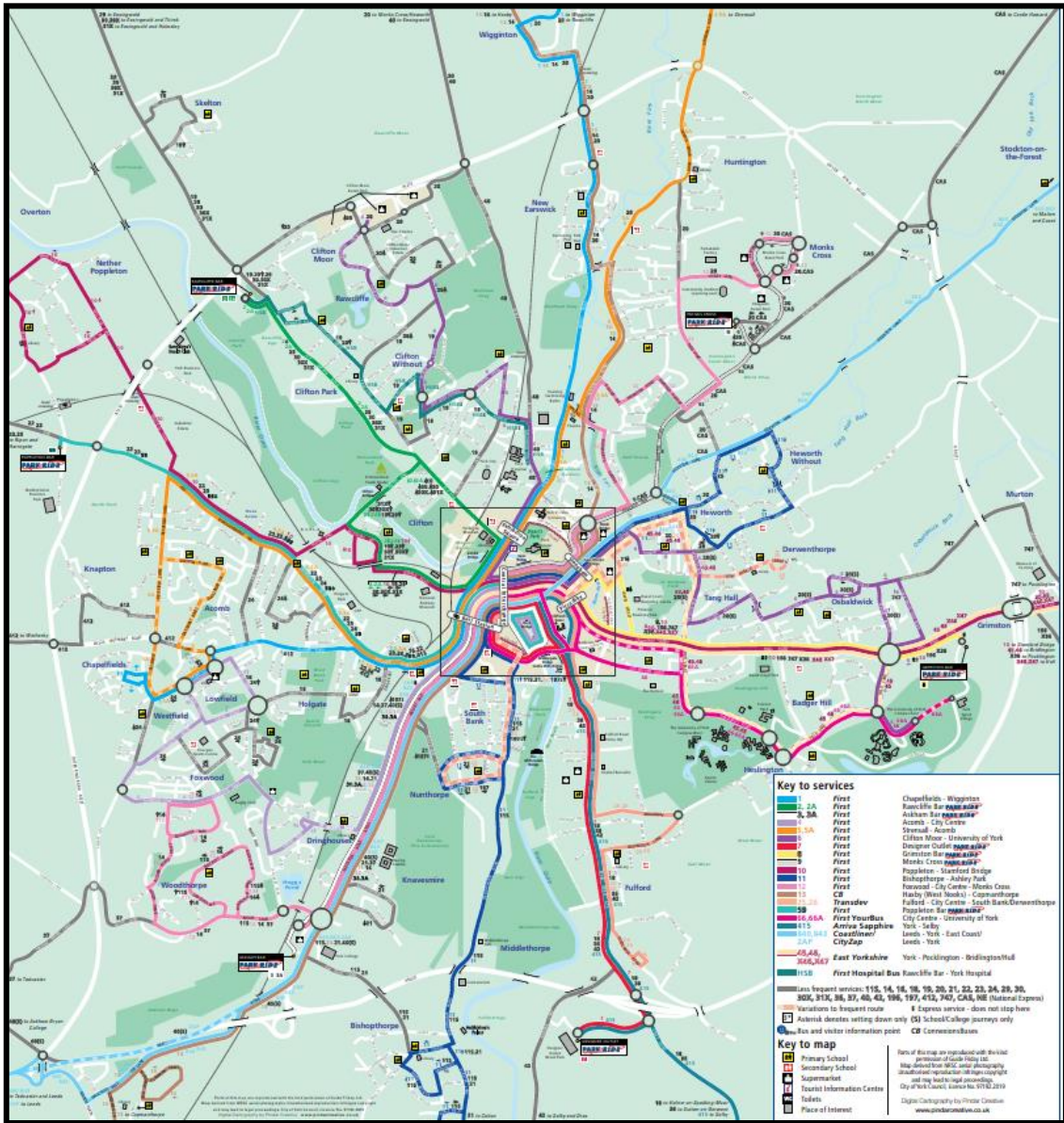


Bus stops on the A19.

Overleaf the local routes and services are shown these services provide the opportunity for local pupils/students and staff of the proposed development site to travel via public transport.

The local bus routes run to and from the City Centre as shown overleaf. Two connect to the park and ride and 1 route accommodates 18 to Holme on Spalding moor, 36 to Sutton on Derwent and 415 to Selby.





Bus route 18 is shown above and connects to the schools SE catchment.

Holme on Spalding Moor : Bubwith : Wheldrake : Designer Outlet : York

Monday to Saturday

	P	S	FS				
Holme on Spalding Moor Back Lane.....	0700	0715	0930	-	1320	1655	1857
Holme on Spalding Moor Village Hall.....	0703	0718	0933	-	1323	1658	1908
Foggathorpe.....	0711	0726	0940	-	1330	1705	1914
Bubwith Chip Shop.....	0717	0732	0946	-	1336	1711	1918
North Duffield Post Office.....	0721	0736	0950	1130	1340	1715	1922
Skipwith Village Green.....	0726	0741	0955	1135	1345	1720	1926
Thorganby Jefferson Arms.....	0734	0747	1003	1143	1353	1728	1934
Wheldrake Wenlock Arms.....	0742	0755	1009	1149	1359	1734	1940
Crockey Hill.....	0750	0802	1016	1156	1406	1741	1946
York Designer Outlet.....	0754	0806	1021	1201	1411	-	-
Fulford Church.....	0801	0813	1026	1206	1416	1748	1952
York Piccadilly.....	0820	0820	1033	1213	1423	1755	1959

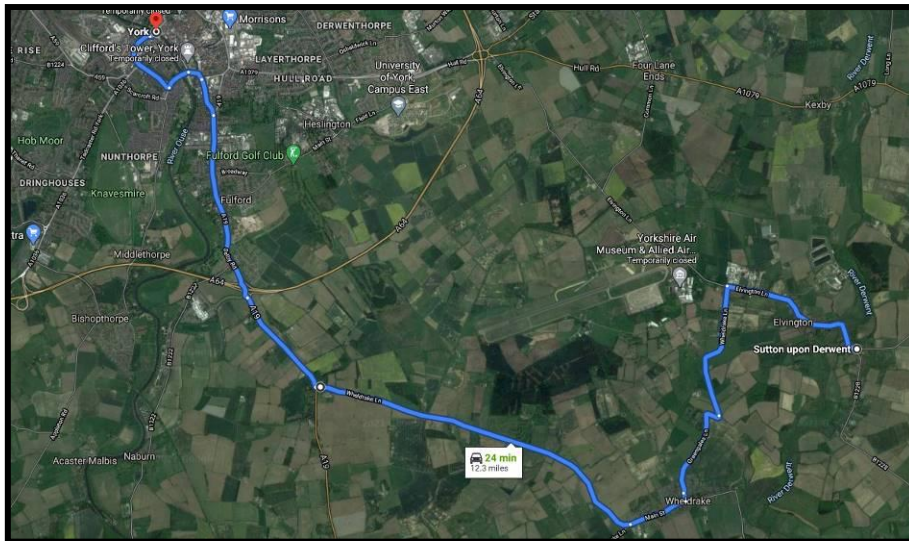
No Sunday Buses

York : Designer Outlet : Wheldrake : Bubwith : Holme on Spalding Moor

Monday to Saturday

	S	NS	P	S	NS	FS
York Merchantgate.....	0830	1040	1220	1550	1800	2300
Fulford Church.....	0837	1047	1227	1557	1807	2306
York Designer Outlet.....	0842	1052	1232	1602	1812	2311
Crockey Hill.....	0847	1057	1237	1607	1817	2311
Wheldrake Wenlock Arms.....	0854	1104	1244	1614	1824	2318
Thorganby Jefferson Arms.....	0859	1109	1249	1619	1829	2323
Skipwith Village Green.....	0906	1116	1256	1626	1836	2330
North Duffield Post Office.....	0911	1121	1301	1631	1841	2335
Bubwith Chip Shop.....	0916	-	1306	1636	1846	2340
Foggathorpe.....	0920	-	1310	1640	1850	2344
Holme on Spalding Moor Back Lane.....	0927	-	1317	1647	1857	2351
Holme on Spalding Moor Village Hall.....	0933	-	1323	1658	1900	2354

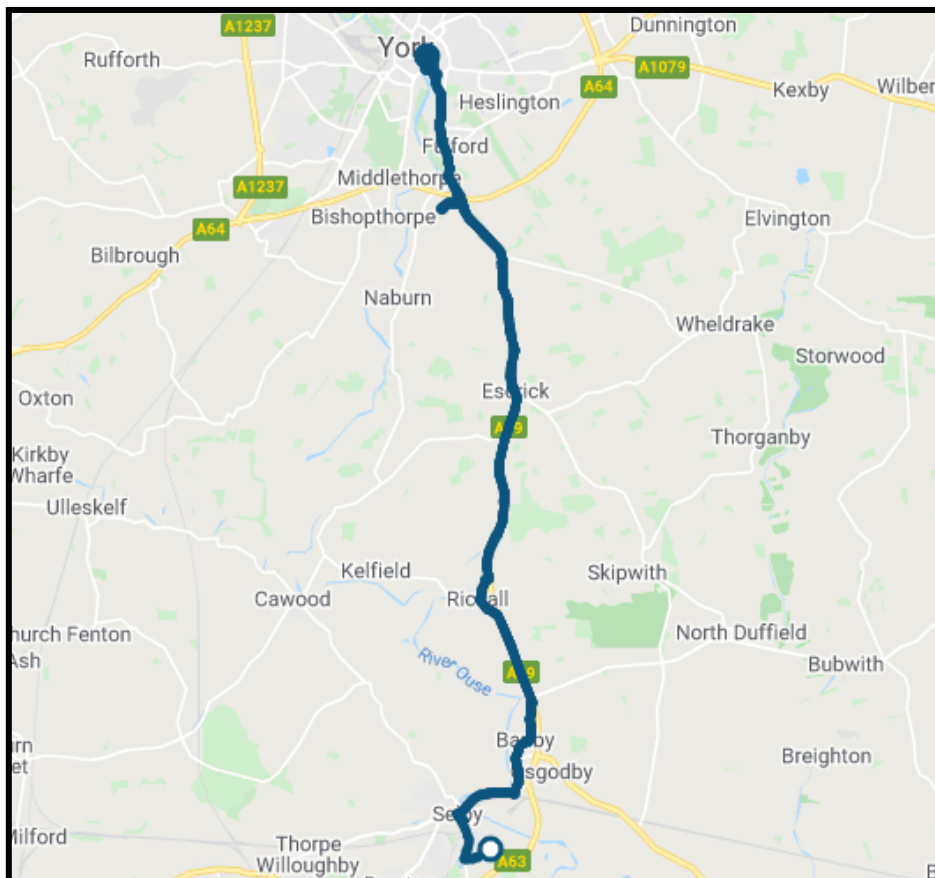
Route 36 is shown below and covers part of the school catchment.



Monday - Friday

Service No.	X36	36	36	36	36	X36
Sutton upon Derwent	07:11	09:00	10:20	12:15*	14:15*	16:55
ELVINGTON VILLAGE HALL	07:15	09:03	10:23	12:18*	14:18*	16:58
Elvington, Yorkshire Air Museum	--	09:07	10:28	12:23*	14:23*	17:01
York Maze, Elvington Lane**	--	--	--	12:27	14:27	17:05
Badger Hill Shops	07:30	--	--	--	--	17:13
Wheldrake, Wenlock Arms	--	09:15	10:36	12:36	14:36	--
Crokey Hill	--	09:25	10:46	12:46	14:46	--
Fulford Church	--	09:32	10:53	12:53	14:53	--
CITY CENTRE, Piccadilly PF	07:38	--	11:05	13:05	--	17:25
CITY CENTRE, Merchantgate PC	--	09:44	--	--	15:05	--
CITY CENTRE, Rail Station RJ	07:45	--	11:11	13:11	--	17:33
Service No.	X36	36	36	36	36	X36
CITY CENTRE, Rail Station RC	--	11:15	13:15	--	--	17:40
CITY CENTRE, Merchantgate PC	09:45	11:20	13:20	16:10	17:45	--
Fulford Church	--	11:28	13:28	16:18	--	--
Crokey Hill	--	11:36	13:36	16:26	--	--
Wheldrake, Wenlock Arms	--	11:46	13:46	16:36	--	--
Osbaldwick, Pinelands Way	09:53	--	--	--	17:55	--
York Maze, Elvington Lane**	09:58	11:56	13:56	--	18:01	--
Elvington, Yorkshire Air Museum	10:03	12:00	14:00	16:44	18:05	--
ELVINGTON VILLAGE HALL	10:08	12:05	14:05	16:49	18:10	--
Sutton upon Derwent	10:11	12:08	14:08	16:52	18:13	--

415 route below also covers part of the school catchment.



Selby Bus Stn Stand 1	0717	0737	0757	0817	Fulford Main Street	1535	1550	1606
Selby River Street	0718	0738	0758	0818	Fulford Bay Horse	1536	1551	1607
Selby Bocm Offices	0719	0739	0759	0819	Fulford Germany Lane	1537	1552	1607
Selby Ardol Clock Tower	0720	0740	0800	0820	Fulford Naburn Lane End	1538	1553	1609
Osgodby East View	0721	0741	0801	0821	Fulford Designer Outlet	1545	1600	1615
Barlby Woodlands Drive	0722	0742	0802	0822	Fulford Persimmon House	1546	1601	1616
Barlby Howden Road	0724	0744	0804	0824	Crockey Hill Forest Farm	1547	1602	1617
Barlby Bay Horse Inn	0724	0744	0804	0824	Crockey Hill Deighton Grove	1548	1603	1618
Barlby Grove Park	0725	0745	0805	0825	Deighton The White Swan	1551	1606	1621
Barlby Police Station	0725	0745	0805	0825	Escrick St Helen's Church	1552	1607	1622
Barlby Northfield	0726	0746	0806	0826	Escrick Park Gates	1554	1609	1624
Riccall Playing Fields	0732	0752	0812	0832	Escrick Mount Farm Lane End	1555	1610	1625
Riccall Costcutter	0733	0753	0813	0833	Riccall Escrick Brick Yard	1556	1611	1626
Riccall Villa Nurseries	0733	0753	0813	0833	Riccall Hollicarrs	1557	1612	1627
Riccall Hollicarrs	0736	0756	0816	0835	Riccall Villa Nurseries	1559	1614	1629
Riccall Escrick Brick Yard	0737	0757	0817	0836	Riccall Chapel	1600	1615	1630
Escrick Mount Farm Lane End	0739	0759	0819	0837	Riccall Mount Pleasant	1601	1616	1631
Escrick Park Gates	0741	0801	0820	0838	Barlby Northfield	1607	1622	1637
Escrick St Helens Church	0743	0803	0822	0840	Barlby Bramley Avenue	1608	1623	1638
Deighton The White Swan	0745	0805	0824	0841	Barlby Hawthorn Drive	1609	1624	1639
Crockey Hill Deighton Grove	0749	0809	0828	0844	Barlby Howden Road	1610	1625	1640
Crockey Hill Forest Farm	0751	0811	0830	0846	Barlby Woodlands Drive	1611	1626	1641
Fulford Persimmon House	0752	0812	0831	0846	Osgodby Carr Lane	1612	1627	1642
Fulford Designer Outlet	0754	0814	0833	0851	Selby Ardol Clock Tower	1614	1629	1644
Fulford Naburn Lane End	0757	0818	0837	0855	Selby Bocm Offices	1615	1630	1645
Fulford Pasture Farm Close	0759	0820	0839	0857	Selby John Street	1617	1632	1647
Fulford Main Street	0801	0821	0840	0858				

York Piccadilly	0805	0805	0825	0845	York Piccadilly	1447	1502	1517	1532	1547
York Clifford Street	0806	0806	0826	0846	York Clifford Street	1448	1503	1518	1533	1548
York The Barbican	0807	0807	0827	0847	York The Barbican	1449	1504	1519	1534	1549
York Howard Street	0809	0809	0829	0849	York Howard Street	1450	1505	1520	1535	1550
Fulford Road Alma Terrace	0809	0809	0829	0849	Fulford Road Alma Terrace	1451	1506	1521	1536	1551
Fulford Road Imphal Barracks	0810	0810	0830	0850	Fulford Road Imphal Barracks	1452	1507	1522	1537	1552
Fulford Road Broadway West	0811	0811	0831	0851	Fulford Road Broadway West	1453	1508	1523	1538	1553
Fulford Church	0812	0812	0832	0852	Fulford Church	1456	1511	1526	1541	1556
Fulford Main Street	0813	0813	0833	0853	Fulford Main Street	1457	1512	1527	1542	1557

Train

Travel by local train service (with onward connection by bus or cycle) may be appropriate for some staff travelling from outside the immediate York area. A range of destinations can be accessed from York station including local stations to Leeds, Malton and Harrogate.

Summary

In summary, therefore, the application site can be considered as having high accessibility by public transport, walking, and cycling in accordance with planning policy guidance area.

9. TRAVEL PLAN MEASURES

Travel Plan

At the time of the planning application the latest revision of the then school Travel Plan was dated 2014.

The Travel Plan was updated for the purpose of the planning application however due to COVID restrictions it was not possible to undertake a meaningful travel survey.

As part of the current, February 2023, update to the Travel Plan it was required to undertake a travel survey in line with the actions set out. For ease of reference the actions were as follows:

Action 1 - undertake a new travel mode survey prior to occupation of the new buildings. **As of February 2023 this has been undertaken, the results of which are reported above.**

Action 2 - if possible ask the new staff and pupils their preferred mode of travel as part of the job and place allocations.

Action 3 - ensure maximum use of buses by the new intake. **As of February 2023 the results of the travel survey show that 59% of students travel by bus which is an increase of 2%.**

Action 4 - set up a car share system for the school staff. **As of February 2023 this action is ongoing.**

Action 5 - set up a car/pupil share system for parents to seek to increase occupancy and reduce trips.

An updated plan forms part of the core submission documents. **As of February 2023 this action is ongoing.**

Travel Plan Coordinator

The key tasks of the TP Coordinator are as follows:

- To lead and manage the development and implementation of the site wide travel plan
- To act as a central point of contact for all site and external stakeholders in relation to the Travel Plan Framework
- To implement the monitoring plan set out within the monitoring strategy
- To implement and manage the data collection procedures as set out in the monitoring strategy
- To take responsibility for raising awareness of and championing sustainable travel issues
- To promote schemes and events which encourage walking, cycling and the use of public transport along with the reduction of the use of the private car
- To represent the 'human face' of the travel plan and the development - explaining its purpose and the opportunities on offer
- To build and nurture the necessary partnerships required for Travel Plan implementation and success
- To promote and market the Travel Plan to wider audiences
- To deliver and/or manage, procure and/or oversee delivery of site-wide travel plan measures
- To keep abreast of developing travel plan techniques
- To regularly review and evaluate both the travel plan and to provide feedback to the planning and highways authorities via meetings and/or other channels
- To prepare progress reports, action plans and budgets for the travel plan aimed at best meeting its objectives and targets
- To liaise with Council Travel Plan Officer

Walking

Many of the key factors in successfully supporting walking already exist in the wider residential area linked to the school bus pick up locations for those on foot.

Campaigning to promote the benefits of walking can be achieved through running healthy walk weeks.

Ideas for promoting walking to and from the school include:

- Map showing walking routes– which may also be useful for visitors
- Walking could also be encouraged as part of a longer journey such as to public transport/school bus connections.

The greatest potential involves encouraging walking as part of longer journey such as to public transport connections.

Cycling

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their site by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

The existing large cycle shed at the school is prominently located in the school playground immediately adjacent to the existing building. It has overhead cover with cycle racks fixed to the hard-standing. The distance between each cycle rack, and the cycle racks and the wall, allows appropriate access to the cycle storage space for easy storage and access to bikes. A total of 124 cycle parking spaces are provided in the large cycle shed. The client is committed to improving the lighting in this cycle shed to further encourage its use.

The staff and students arriving on bicycles are free to use the shower and changing facilities in the Sports Hall.

The Sports Hall has 16nr showers (7 male, 7 female plus 2 unisex) and 42nr lockers available for the use of commuting cyclists. The lockers are located in the communal area immediately outside the changing area. Changing rooms are also provided with benches with hooks for hanging clothing

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows.
- Ensure, access to additional changing/drying facilities and showers for staff if required.

In order to further encourage the use of cycling the following measures could also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the school
- Cycle user groups will ensure that the voice of cyclist is heard and will help liaise with the Council as required. BikeBudi and local BUG groups should be investigated.

Promotion tools to encourage cycling include Bike to Work Weeks this can also coincide with a police tagging scheme.

Motorcycling

The use of motorcycling is promoted to encourage motorised transport used that has less impact on the environment than cars, takes less road space and reduces the scale of parking needed either on site or at destination.

Actions when forward planning to:

- Promote and publicise.
- Provision of reflective bands to encourage use outside daylight hours. On request 1 per staff member

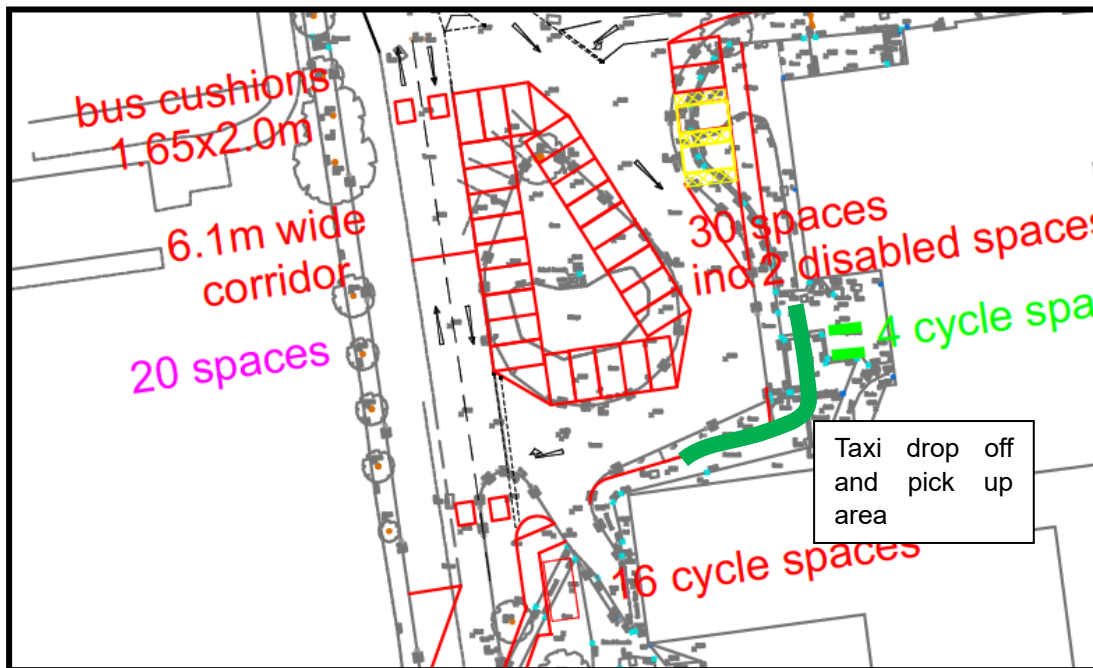
Taxi Services

The nearest taxi is:

York VIP 0746884739

Wheel Chair Taxis York 07860646999

The services will use the drop off area to the school main entrance as shown below.



Car Sharing – To Reduce Single Occupancy Car Trips

The school will set up a car share scheme delivered local via the digital communication stems for both staff and parents of students, i.e. face book twitter and email. Sharing a car with someone else to and from work could save you up to £1000 a year on parking and petrol costs. A car with 2 people in it is twice as efficient, takes up much less road space, uses half the fuel and produces half the pollution as 2 cars with just one driver each”.

- **FREE** to use - simply share travel costs
- Find drivers and passengers on-line instantly
- Find information on travel and public transport
- Reduce the congestion and pollution on our roads

Parent/Pupil Vehicle Sharing

Similar to the above parents will be encouraged to share the school trips with other parents to reduce the demand on Fulfordgate.

Initially it is considered that the central car parking area will be designated for staff car sharers and the use monitored as part of the annual review.

Historically the school did not charge for parking either staff or 6th form as it may have the effect of adding to the overspill on the local roads, however now all onsite parking will be for staff and the TP Coordinator will monitor demand on site and any overspill as part of the management of the site.

Public/School Transport

The site is committed to promoting public/school transport through:

- Advertising current timetables and routes
- Advertise local proposals and amendments to services

Information about journey routes and times can be gained from the connect website and provided to staff.

In addition the local stops for the school bus services can be used as drive and ride switches again to reduce the need to use of Fulfordgate.

Car Park Management

Only staff and visitors will be allowed to park on site. Pupils will be told that there will be no available car parking on site for them.

Projected Pupil Numbers

The 2 form entry increases the number of pupils by 300. This is will assessed in more detail as part of the annual reviews

Sibling Numbers

The current info does not show sibling levels. This will be monitored for future years.

Publicity Campaign

Raising awareness of the sites intentions of its Travel Plan can be done though publicity campaigns and by running campaigns in conjunction with national campaigns, such as 'Bike to Work Week' in advance of occupation.

Issuing travel information to staff and visitors can outline the different methods of travel that are available to and from the site.

Action Plan

The following Action Plan contains a range of measures that could assist in meeting the Travel Plan objectives.

As noted above, the development is well located for trips by walking, cycling and public transport and measures will seek to encourage travel by these modes. In addition, measures will seek to reduce the need to travel.

The measures are set out in two categories:

- **IMPLEMENT** – These measures will be implemented by a specified time from opening.
- **CONSIDER** – These measures would normally be implemented in consultation or partnership with wider bodies or organisations, e.g. the Council or other local interest groups (Sustrans etc.).

The measures are also given suggested time-scales for action, which will be subject to review alongside the yearly Travel Plan updates.

The key actions relate to each travel mode and conclude with car park management considerations.

Management of the plan

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Continue to support and promote the appointment of the Transport Coordinator	To be appointed by the School.	Complete
Implement	Senior manager support for the plan	Through financial support and liaison with the Coordinator	Ongoing
Implement	Clearly identify role/position of Coordinator within management hierarchy	Identify person responsible for allocating funding and staff time for implementation of the Plan.	Complete
Implement	Pupil Travel Survey ideally updated survey before occupation	Repeat every year	12 months
Implement	Liaison with other educational facilities in the area to explore opportunities for dovetailing Travel Plan initiatives.		12 months

Actions to reduce need for travel

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Continue to provide and further promote the catering and other amenities facilities for pupils and staff	Included within development	Ongoing
Implement	Provide a broadband internet connection to all computers within the school	Included within development	Ongoing
Implement	Support distance and shared learning via internet	Occurred as part of COVID but seen to be a worthwhile area for future consideration and expansion	Ongoing
Implement	Promote the use of local facilities.	Via Welcome Pack	At opening

Actions to promote walk/cycle use

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Provision and maintenance of further secure cycle parking.	Spaces included within development. Parking to be in a prominent location and managed to maximise usage by regular cyclists.	At opening
Implement	Provide a Bike User Group (BUG) to promote cycling	Could be run by the pupils and provide information and advice to cyclists, including routes and a 'buddy' scheme	At opening
Implement	Display up to date information on local walking and cycling routes and promote www.walkit.com	Via notice boards.	At opening
Implement	Ongoing promotion of cycling and walking as part of healthy living. Promote cycling on special days e.g. TravelWise week	Distribute information to staff and pupils and display posters. Continue involvement with the "Cycle to Work/school" schemes	Ongoing
Implement	Participation in wider measures organised by the Council.	Advise pupils regarding bicycle user groups, advice/training on safe cycling, potential discounts with local cycle retailer etc.	12 months

Actions to promote public transport

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Publicity of public transport routes, timetables, travel information for pupils.	Show travel information on notice boards/ Welcome Pack within the Information+ centre and promote 'Traveline' to help with personal travel requirements.	Ongoing
Implement	Liaise with council on pupils number changes and location	To ensure the school services are adapted to the demand as it changes	annually
Implement	Publicity of school bus transport routes, timetables, travel information lines for pupils.	Show travel information for school placement.	Ongoing
Implement	Provide information on local taxi operators.	Via Welcome Pack	At opening
Implement	Provide updated bus information if unplanned events occur/disruption	Internal notices and class briefings	As required

Actions to reduce car use

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Advise pupils in advance of the main Travel Plan measures.	Encourage sustainable travel behaviour from the outset. Via Welcome Pack.	Advise pupils prior to arrival.
Consider	Provision of additional dedicated motorcycle/scooter parking areas.	To provide an alternative to car usage.	12 months
Implement	Reduce car parking space levels over time	Current level retained	At opening
Implement	Promote Car Sharing.	include Car Sharing spaces within the revised car park layout.	At opening
Implement	Priority parking for high occupancy cars	Spot Survey to indicate current levels and then provide base line for a management system if required	3 months after opening
Implement	Consider space charging to accord with policy	Ongoing review to ensure it is part of the future need agenda	annually
Implement	Consider charging point needs	Part of questionnaire to ascertain level of demand and need to action	annually

Actions for raising awareness and marketing

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Welcome Pack	Key measure to encourage sustainable travel from the outset.	At opening
Implement	The Travel Plan should be actively marketed to seek co-operation and encourage 'ownership' of the Plan.	Part of Coordinator role	3 months
Implement	Transport Coordinator to operate an open door policy to encourage participation.	Part of Coordinator role	Ongoing
Implement	Promotional events.	Consider dovetailing with national events such as national bike week. Aim for at least 1 event per year.	12 months

Actions to promote healthy life style

STATUS	ACTION	COMMENTS	TIMESCALE
	As listed in the tables above, plus		
Implement	Lunchtime activities associated with the sport facility	To promote the facility as well as the existing measures on site by way of lunchtime events, matches, games etc.	ongoing

Funding

Notwithstanding the Travel Plan requirement the school as part of its duties already monitor how staff and students travel to site and ensure that their facilities are fit for use, i.e. maintaining showers and cycle storage and car parking areas, undertaking leaf blowing, renew white lining as appropriate.

In addition at the beginning of the school day there are 5 staff on site marshalling students arriving and in the afternoon there are usually 10 staff marshalling student out of the school. These marshals ensure that buses and coaches only move off when it is safe to do so and ensure students are in the areas they are supposed to be in.

In addition to the costs related to the staff hours of the marshal noted above it should be noted that the TP Coordinator is also the School Business Manager. The TP Coordinator has responsibility and accountability for the premises maintenance budget including a sum of around £40k per year for proactive works to improve the school premises. As the School Business Manager / TP Coordinator sees fit following the periodic reviews a percentage of this budget can and will be spent on specific measures to meet the objectives of the Travel Plan.

Further to this the school has a member of staff responsible for all communications, digital or otherwise, with staff and parent / students. They will be tasked to communicate initiatives etc. throughout the year using their digital platforms of Facebook, twitter and email.

Mode Split Monitoring

An updated survey of pupils, staff and visitor travel modes will be undertaken in September, beginning of the school year, on an annual basis to update the TP.

This will help to clarify the actual modal split of the site and influence targets and measures to encourage pupils travel by non-car modes.

Targets

The aim of the plan will initially be to deliver a 10% mode shift from single occupancy cars. Increasing people numbers would support improved bus services for the benefit of the wider area. This will be refined as the first surveys are undertaken.

The key will be to deliver walk/cycle at the potential levels to reduce vehicle use.

As reported above there has been a decrease of 11% of staff travelling to site by single occupancy car since 2015. As such it may be appropriate in future years to set more reasonable / achievable lower targets.

Monitoring

It is essential that travel plans are monitored so that its effectiveness can be determined. The monitoring is useful for the TP Coordinator to understand how travel behaviour is changing year on year.

Monitoring of the travel plan will be undertaken initially through a survey to gauge the travel characteristics of the pupils and staff by mode and trip type. Ideally these should be undertaken in the same month for comparisons to be made.

The TP Coordinator will prepare an annual report detailing progress of the plan which will be issued to the local authority. This will detail progress between the reports, any issues arising, changes in local network and service that could help or detract from the plan. A summary of the results and the survey outcomes will be provided.

An indicative monitoring and review process is summarised overleaf along with an outline programme for the monitoring process and investment/initiative programme.

Quick Wins

These will be subject to review following the updating of the Travel Plan and analysis of the new questionnaire surveys.

There are a number of measures that will be taken in the short term in order to promote sustainability for existing and new members of permanent and temporary staff. These include:

- Provide all staff with a travel pack.
- Making local bus timetables accessible to all via the newsletter.
- Encourage participation in the initiative through campaigns issued by the TP Coordinator

- Support and encourage participation in national initiatives such as Bike to Work Week with information issued by the TP Coordinator
- Promote health aspect of not using a car, i.e. benefits of brisk walks or cycling with information issued by the TP Coordinator
- Use internet teaching as a key part of the school offer.

Longer term measures could include:

- Provision of a car share scheme

Provision should be made in the Travel Plan for future changes to be implemented in the light of:

- Changing good practice in the development and application of Travel Plan measures;
- Policy requirements of the Travel Plan Coordinator and Travel Plan targets;

Clearly all of these needs to be tempered by the ability of the college to obtain and programme the funds for the investments needed including a publicity budget.

An indicative monitoring and review process is summarised overleaf along with an outline programme for the monitoring process and investment/initiative programme.

Success Criteria/Performance Indicators

In order to allow for future monitoring of the Travel Plan, it is important to establish the criteria for success.

The changes and relocation has yet to be constructed, which creates some issues for establishing those criteria in this interim Travel Plan however some initial criteria for consideration include:

- Total % change in numbers of pupils walking/cycling to school;
- Total % of staff choosing to travel to work using the car;
- Reduction in road accidents around the site against the 2019 base;
- Increase in number of cycle stands to meet future requirements;
- Reduction in single occupancy vehicle trips;
- Observed levels of car parking (both on and off street);
- Change in overall modal split over time (yearly monitoring); and

This list is by no means exhaustive. The list is intended to provide an initial list of potential success criteria as it relates to this Travel Plan. These will need reviewing on an ongoing basis.

Indicative Programme

The Travel Plan is intended to be a living document, to be reviewed and amended on a regular basis by the TP Coordinator. The school is committed to the travel plan process and will endeavour to ensure that the aims and objectives are delivered for the benefit of the whole education community.

A monitoring process will be required once the new space is opened to assess the progress made towards achievement of the targets. This document should be reviewed on at least an annual basis. This will allow the steering group to become active, the travel information pack to be distributed to the new intake of students for the first term and the opening survey to be distributed and analysed during the first term.

A travel survey should be undertaken annually to determine modal shift and success of the measures.

An annual monitoring date should be agreed once the space opens, to review the implementation programme setting new actions and targets as required. It is recommended that an early travel survey is conducted within the first few months of opening to keep momentum going. Any new initiatives or changes to the travel policy may be added as the plan develops over time.

The purpose of the annual review is to:

- Monitor progress against Travel Plan targets;
- Revise the Travel Plan to ensure it reflects best practice and latest initiatives; and
- Conduct a detailed travel questionnaire annually to determine modal shift and identify which solutions are effective and what measures are required.

This provides an opportunity for pupils and parents to make comments on the development and implementation of the Travel Plan.

Occupation is April Half Term 2023

- A TP Coordinator is already in place
- Questionnaire issued and update results obtained
- Travel Plan update prior to occupation
- Devise initial promotion material following agreement of annual report

Actions to be undertaken in each year set out with funding as required, details of the way the plan will be communicated to visitors, staff and stakeholders to be provided beyond the staff pack set out above.