



transport planning



Bam Construction Ltd

Weldon Secondary Academy, Corby

School Travel Plan

March 2021



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Bam Construction Ltd

Weldon Secondary Academy, Corby

School Travel Plan

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APPENDICES

APPENDIX A Masterplan

APPENDIX B Example Travel Survey

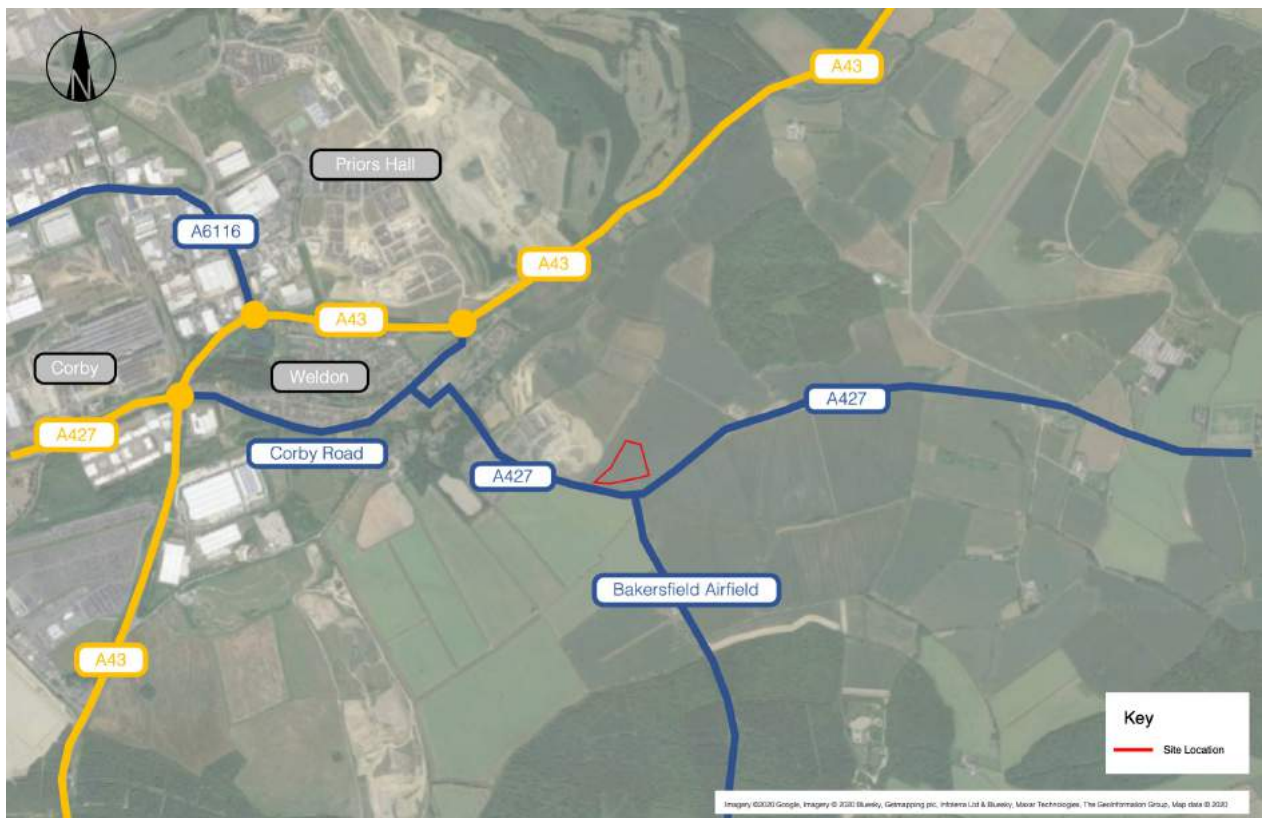
1. Introduction

1.1 Overview

1.1.1 mode transport planning (mode) has been commissioned by BAM Construction Ltd to produce a School Travel Plan (STP) for submission as part of a detailed application for Weldon Secondary Academy located off Oundle Road (A427) Corby, Northamptonshire. The scheme will be submitted as a detailed application and the proposed masterplan is attached at **Appendix A**.

1.1.2 The proposals are situated to the west of Corby and abut the new residential development known as Weldon Park. The site location is shown in **Figure 1.1** below.

Figure 1.1 Site Location Plan



1.1.3 The development proposals will deliver a new secondary school due to local need to accommodate the following pupil and staff numbers:

- 1,500 pupil secondary school (of which 300 pupils in sixth form); and,
- 183 Staff subdivided as follows (138 full time staff, 45 part time staff).

1.1.4 The school has been proposed to address the shortage of secondary school places in Corby and therefore the proposed school will be taking pupils from across the town, as well as from the neighbouring residential developments.

1.1.5 The proposal site is identified as a Secondary School Opportunity Site in the Part 2 Local Plan for Corby 2011-2031. The Local Plan was recently subject to Examination in Public and as a result carries limited weight, albeit the proposals have been considered relative to the policies of the Regulation 19 Publication Draft to consider the councils direction of travel.

1.2 Definition of a Travel Plan

1.2.1 Good Practice Guidelines 'Delivering Travel Plans through the Planning Process' produced by the Department for Transport (DfT) (2009) state that a Travel Plan (TP) 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."

1.2.2 A STP therefore sets out ways that staff, students and visitors can reduce the number of vehicle trips to a site by promoting more sustainable travel options. It is site specific and considers the unique needs and interests of staff, students and visitors in the context of the local environment and transport network.

1.2.3 A STP involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel; encouraging more sustainable travel and reducing single occupancy car use, for all trips to and from the development.

1.2.4 The STP process includes continuous monitoring, review and refinement over time; as travel survey data is collected to determine trends in travel patterns. A STP is therefore a 'living' document that will be continually updated.

1.2.5 Once operational, the STP will deliver the following:

- Partnership approach to influence the travel behaviour of staff, students and visitors to and from the site;
- Safe and viable alternatives to single occupancy car travel to the site;
- Fewer vehicle trips and a reduction in overall vehicle mileage;
- Inform staff, students and visitors of the social, environmental and economic costs of their travel choices; and
- Improved accessibility for all.

1.3 Introduction to the Travel Plan

1.3.1 This report contains a set of recommendations for the aims, objectives, targets and measures that are required to reduce the number of car trips generated by the development and increase the number of pedestrian, cycle and public transport trips. It also includes proposed methods for monitoring travel patterns and updating the STP.

1.3.2 A summary of the STP objectives are provided below:

- Assess the site in terms of transport choice for staff, users of services, visitors and deliveries
- Consider pre-trip mode choice and measures to promote more sustainable modes of transport
- Identify marketing, promotion and reward schemes to promote sustainable travel and parking management to discourage off-site parking
- Provision for monitoring travel modes.

1.3.3 This report represents the first stage in the STP process. Further steps and revisions will follow once the development is constructed and occupied, and the travel patterns are understood from data collected through surveys.

1.4 Travel Plan Co-ordinator

1.4.1 Management of the STP represents an important element in achieving the overall objective and aims of the Plan. The prime responsibility for the management of the STP will lie with a Travel Plan Co-ordinator (TPC).

1.4.2 The TPC will be fully trained in the aims and objectives of the STP and will be involved throughout the construction and occupation processes. The appointment of a TPC during the planning stages is essential to the successful implementation of the STP and this is usually an existing staff member who completes the requirements in addition to their usual duties.

1.4.3 The role of the TPC is explained in further detail **Chapter 5**.

1.5 School Details

- School Name: Weldon Village Academy
- School Address: A427 Oundle Road, Corby. NN17 3GE
- STP Co-ordinator: Matt Norris
- Contact Number: TBC
- E-Mail Address: mnorris@weldonva.org
- Website Address: <https://www.weldonva.org/>
- Student and Staff Information
 - Age Range on Roll Currently: 11- 12
 - Full Time Staff: 15
 - Part Time Staff: 4

2. Existing Situation

2.1 Introduction

2.1.1 This chapter describes the existing site and the existing local transport network for all modes of transport in order to evaluate the existing transport conditions and accessibility of the site.

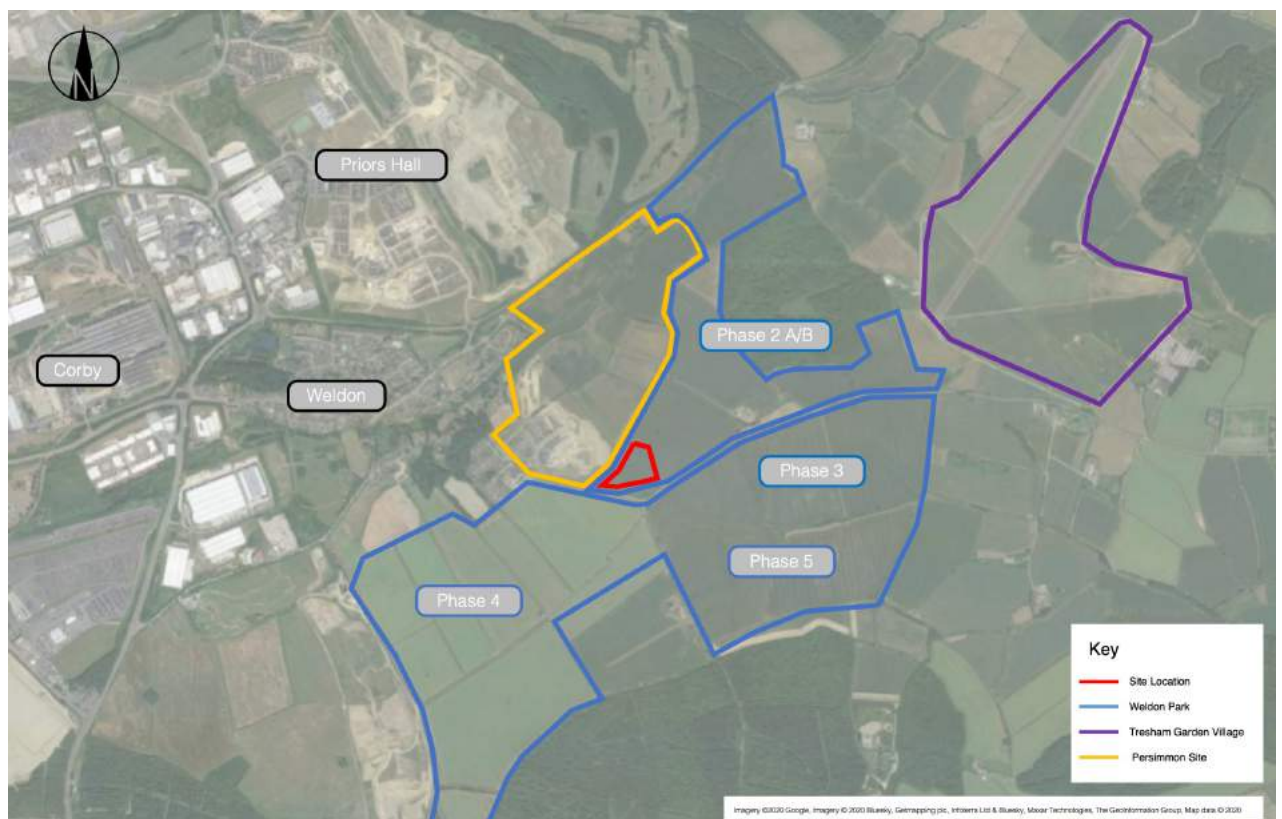
2.1.2 Noting the level of strategic scale development in the wider area it is anticipated that the situation in terms of sustainable access is reviewed as part of the Travel Plan monitoring exercise to ensure that the TP reflects current opportunities for sustainable travel.

2.2 Site Location

2.2.1 The proposed site is situated in Weldon to the west of Corby and abuts the new residential development known as Weldon Park. The site is currently a field with no points of access and is identified as a Secondary School Opportunity Site in the Part 2 Local Plan for Corby 2011-2031.

2.2.2 The site is bound to the north and west by Weldon Park and the future phases of the Weldon Park scheme, agricultural fields to the east and south (**Figure 3.1**). Oundle Road (A427) forms the southern perimeter of the site.

Figure 2.1 Wider and Adjacent Schemes



- 2.2.3 The site is surrounded by a significant level of consented and proposed future housing growth as part of wider expansions to Corby. The Weldon Park development to the west forms a mixed-use SUE comprising of circa 1,000 dwellings, employment uses, a local centre, primary school, community facilities, open green space and associated infrastructure.
- 2.2.4 In addition to the Weldon Park scheme, the school site is surrounded by land that is being promoted for a large scale residential led mixed-use development 'Weldon Park'. At the time of writing this land does not form part of the current draft Local Plan and is therefore considered to be more likely to be an aspiration for future development in the next plan period.
- 2.2.5 To the east of this, a further large scale residential led mixed-use scheme is proposed 'Tresham Garden Village' on the former Deenethorpe Airfield and is an allocated site for 1,500 dwellings, retirement hub, school, open green space and associated infrastructure, albeit no planning application has been submitted for this site.
- 2.2.6 The proposed school is to serve an identified shortfall in school places within Corby and whilst the current location of the site could be considered to be located on the edge of the settlement, the future scenario and existing conditions would be very much different. There is a significant amount of growth planned within Corby and Weldon as a whole and therefore the assessment of the site will take this into account.

2.3 Planning History

2.3.1 The proposal site is identified as a Secondary School Opportunity Site in the Part 2 Local Plan for Corby 2011-2031. The Local Plan was recently subject to Examination in Public and as a result carries limited weight, albeit the proposals will be considered relative to the policies of the Regulation 19 Publication Draft to consider the council's direction of travel. In NCC Highways formal response to the Publication Draft comments were made on the school location/scheme as follows:

- *'Due to the location of the secondary school, key to mitigating the traffic impacts will be the ability for provision of an appropriate highway access and for it to be easily and safely served by bus, in addition to the provision of good walking and cycling links. Therefore, it is suggested that the supporting text makes reference to bus provision.'*

2.4 Existing Highway Network

- 2.4.1 The local highway network in relation to the site is illustrated on **Figure 1.1**.
- 2.4.2 Oundle Road forms the southern perimeter of the site broadly running in an east to west direction and extending between Weldon/Corby to the west and Oundle to the east. In the vicinity of the site, the road is subject to the national speed limit (60mph), unlit and has a varying vertical and horizontal alignment with central double solid white lines.

- 2.4.3 To the east, Oundle Road extends to a new roundabout that was constructed to serve the Weldon Park site and the posted speed limit reduces to 30mph. This continuous north to the centre of Weldon and provides access the A43 via Stamford Road and Corby Road which additional accesses the A427.
- 2.4.4 Opposite the site, Bakersfield Airfield forms a priority controlled T junction with Oundle Road accessing the A6116 north of Brigstock.
- 2.4.5 As discussed above, the Weldon Park development to the west has provided a new roundabout on the A427 Oundle Road but also includes a link road between the new access roundabout and the A43, passing through the development, to be open to the public prior to the occupation of the 231st dwelling. The link road is under construction and will join the A43 at a new roundabout and is due to be open.

2.5 Sustainable Access

Walking

- 2.5.1 The 'Guidelines for Providing for Journeys on Foot' (2000) produced by the Chartered Institution of Highways and Transportation document describes acceptable walking distances for pedestrians without mobility impairment. They suggest that, for commuting, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance and 2,000 metres is the preferred maximum walking distance.
- 2.5.2 The section of Oundle Road (A427) fronting the site does not benefit from footway provision on either side of the carriageway. A footway is only present on Oundle Road (A427) to the west of the new roundabout serving the Weldon Park site. This footway extends west at which point it terminates and an un-signalised drop kerb crossing is provided to access the footway on the southern side of the carriageway that extends into Weldon.
- 2.5.3 There is a pinch point in the carriageway at the bridge crossing at the junction with Church Street where there is no footway provision adjacent to the carriageway.
- 2.5.4 As discussed above, the link road provided as part of the Weldon Park site includes footways on both sides of the carriageway facilitating access to the wider scheme and the A43.

Cycling

- 2.5.5 The Department for Transport (DfT) – Local Transport Note 1/04 ‘Policy, Planning and Design for Walking and Cycling’ states that there are limits to the distances generally considered acceptable for cycling. The average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer journey by public transport. In terms of the existing cycling infrastructure within the vicinity of the site, a summary of the local network (designated and advisory) taken from NCC is provided below in **Figure 2.2**.
- 2.5.6 This highlights that there are no designated or advisory routes within the vicinity of the site or along Oundle Road (A427) for the section fronting the site. Oundle Road itself is defined as a ‘busy principal route with high speeds’ and is only suitable for highly skilled commuting cyclists. To the west and as Oundle Road (A427) extends beyond the new roundabout that serves the adjacent Weldon Park site, the posted speed limit reduces and is defined as being suitable for medium to high skilled riders.
- 2.5.7 There are additional routes within Weldon which provide a direct link to a cycle track (path/bridleway with suitable surface) located alongside Weldon Road that provides a direct link to Corby and additional routes.
- 2.5.8 As part of the proposed access strategy for the site, the speed limit of Oundle Road (A427) will be reduced from the national limit (60mph) to 30mph and provided as a continuation from the Weldon Park scheme roundabout. In addition to this, the proposed scheme will also provide a new 3m wide foot/cycleway along Oundle Road that will link to the Weldon Park site and wider network. These will be discussed in detail in **Chapter 3**.

Figure 2.2 Corby Cycle Route Map



2.5.9 Traffic volumes on the internal road network throughout the Weldon Park site are relatively low, with the exception of the Spine Road, and speeds limits will be 20mph. Hence cyclists can ride on the roads with reasonable safety. Coupled with the provision of dedicated cycle routes across the development, this places the potential school in an excellent location for local pupils, living within approximately 2km of the site, to commute by bicycle.

Bus Services

2.5.10 The Guidelines for Planning for Public Transport in Developments (Chartered Institution of Highways and Transportation, 1999), states that “generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m”.

2.5.11 The nearest bus stop in relation to the site is located on Oundle Road (A427) to the west of the roundabout junction serving the adjacent Weldon Park residential site c.600m from the proposed site. The existing bus stop is currently served by a single service, the X4 Gold, which operates between Peterborough and Northampton via Corby with a 60 minute frequency (as of November 2020).

2.5.12 As part of the proposed access strategy, new bus stops are provided on Oundle Road (A427) directly opposite the site which will be linked to the site via a newly constructed footway and drop kerb crossing point. School bus services will also be operated by the academy and can all be accommodated within the site. These will be discussed in detail in **Chapter 3**.

Rail Services

2.5.13 The nearest railway station in relation to the site is Corby Railway Station operated by East Midlands Rail located c.4.5km to the west of the site and can be accessed via the X4 Gold bus service. The station provides hourly train services that access a wide range of local, regional and national destinations, such as Kettering, Northampton and London (St Pancreas).

2.6 Summary

2.6.1 The proposed school is to serve an identified shortfall in school places within Corby and whilst the current location of the site could be considered to be located on the edge of the settlement, the future scenario and existing conditions would be very much different. There is a significant amount of growth planned within Corby and Weldon which will result in a significant level of dwellings being located within suitable distance from the site. The scheme will also provide the necessary infrastructure to link into these resulting in a continuous route for users.

3. Proposed Development

3.1 Introduction

3.1.1 This section of the report provides details and a description of the proposed development site, including access arrangements and parking. All drawings referred to in this Chapter are included in **Appendix A**.

3.2 Development Description

3.2.1 The development proposals will deliver a new secondary school to accommodate the following pupil and staff numbers:

- 1,500 pupil secondary school (of which 300 pupils in sixth form); and,
- 183 Staff subdivided as follows (138 full time staff, 45 part time staff).

3.2.2 The Academy is going to grow year on year from September 2022 until reaching full capacity of 1,500 pupils by September 2029 (subject to planning permission).

3.2.3 There is a significant shortfall in the number of secondary school places available for pupils in Corby and the proposed development will draw the vast majority of its pupils from the town, in particular the new number of strategic level housing developments that are at various stages of their delivery at the current time. Those of greatest influence on the development proposals are at Priors Hall and Weldon Park. This will bring a significant level of dwellings and pupils to be within walking and cycling distance of the site and form the primary catchment of the academy.

3.3 Access

3.3.1 Vehicular access to the main Academy site will be provided via a new four arm roundabout junction formed between the site, the A427 Oundle Road and Bakersfield Airfield.

3.3.2 Access to the academy will be gated and set back away from the splitter of the roundabout to ensure that waiting vehicles will not impact the junction.

3.3.3 Where pupils are dropped off in the dedicated drop off area of the car park there is a walkway surrounding the area to allow safe egress from the car park.

3.3.4 Pedestrian/cycle access is provided along the southern perimeter of the site via two dedicated access points taken from Oundle Road. As part of the access strategy, a new 3m wide foot/cycleway will be provided along Oundle Road that will extend from the site to the roundabout serving Weldon Park and linking into the existing infrastructure.

3.4 Oundle Road Speed Reduction

3.4.1 As part of this access strategy, the change in speed limit from 30mph to 60mph located to the east of the Weldon Park roundabout will be extended to the proposed site access roundabout ensuring a 30mph speed limit is present along the site's frontage.

3.4.2 Prior to the application being submitted, discussions were held with the Speed Review Panel to agree suitable options and design measures to be able to achieve the speed limit reduction along this section of carriageway.

3.4.3 The scheme includes:

- 3m wide footway/cycleway along the roadside edge;
- Pedestrian crossings with kerbed split central refuges;
- Double yellow lining;
- White lining;
- Physical central splitters; and,
- Bus stops and cage markings.

3.5 Parking

3.5.1 The scheme will provide the following spaces:

- Car Parking – 180 spaces;
- Motorcycle – 8 spaces;
- Cycle Parking – 196 spaces;
- Disabled - 18 spaces (inclusive of the 180); and,
- Flexible use pick-up/drop-off area (26 spaces in the western area and 23 spaces in the northern area), also capable of accommodating school buses (9 buses in the western area and 8 buses the northern area).

3.5.2 The car park will operate a one-way system which will be appropriately signed and lined to ensure drivers are aware of the system in place and will aid in reducing conflict within the car park.

3.5.3 In accordance with the NCC parking standards, parking provision should be appropriate to the needs of the development and the scheme seeks to provide this in this instance.

- 3.5.4 The level of car parking provided is slightly below the standards set in the NCC design guide; however, in the case of staff parking the standard allows for 100% car provision, with 25% provision for cycles and motorcycle parking and disabled parking in addition. In reality 100% staff provision is unlikely to be utilised given the alternatives available and on balance the level of parking is deemed to be acceptable.
- 3.5.5 The pick-up and drop-off areas have been designed to promote uptake of sustainable modes of travel and can accommodate up to 17 single deck buses allowing a significant number of pupils to travel by bus rather than car. The proposed drop-off area therefore seeks to accommodate users but also facilitate sustainable travel as a priority.
- 3.5.6 Given the split nature of the parking for the proposals and intention to avoid overprovision of parking the principles of parking management will be set out in a Parking Management Plan that will be included as part of the Travel Pan. It is understood that a Parking Management Plan approach has been accepted elsewhere in the county, for example at Kettering Science Academy. Core elements of the management strategy will be minimising conflict at pick up and drop off times, ensuring coach access (for school trips etc.) occurs outside of peak times as well as refuse collections and servicing. The car park will operate a one-way system with internal circular routing.

3.6 Parking Management Principles and Travel Planning

- 3.6.1 As part of the Parking Management Plan, certain spaces for each user group are highlighted and will comprise part of the School Travel Plan to ensure all staff are aware of which spaces can be used by certain user groups. The school will also investigate allocating sixth form parking on a needs basis – this has been used on other schools and worked well as a form of control for sixth form parking.
- 3.6.2 The proposals will be supported by a car park management strategy that will be implemented by the Academy as part of their wider site management remit. These are not static and can be amended over time to suit the situation as it evolves.
- 3.6.3 The split of parking for each user group is shown in **Drawing J32-4501-PS-007**.
- 3.6.4 A breakdown of the space allocation based on the above is detailed below:
- Staff - FT&PT – 125 spaces (yellow);
 - Disabled – 18 spaces (blue);
 - Visitors/PT Staff/6th Form – 37 spaces (orange) – can also be used as drop off/pick up;
 - Motorcycle – 8 spaces (green);
 - Cycle Parking – 196 spaces (magenta); and,
 - Drop off/Pick up – 26 western and 23 northern (cars) and 9 western and 8 northern (buses) (red).

- 3.6.5 Staff spaces will be used first and the plan illustrating these spaces will be disseminated to staff as part of the STP and inductions. This will ensure that the spaces are filled prior to the pick up and drop off periods of the site and limit the interaction of vehicles within the car park.
- 3.6.6 Parent drop-off will only be permitted in the pick up and drop off bays and the central area of the car park (orange spaces).
- 3.6.7 Visitor parking will be controlled at the time of booking meetings/visits. Visitors will be directed to the appropriate car park depending upon the availability of spaces on a given day.
- 3.6.8 It is envisaged that the public areas of the car park will be marshalled by staff in order to minimise instances of nuisance parking and to provide a periodic review of its operation and the demands of the various user groups.

4. Targets

4.1 Introduction

- 4.1.1 This chapter considers the travel characteristics of existing staff to provide a baseline modal split for the application site. The section also suggests initial targets and a methodology for future target-setting within the STP.
- 4.1.2 The overall target of this STP is to minimise the number of single occupancy car trips and car mileage generated by staff and pupils. This will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes.
- 4.1.3 The STP will need to be reviewed annually, so that the targets can be re-evaluated, and appropriate improvements made. The STP will therefore be updated annually as part of the on-going evolution of the STP process.
- 4.1.4 The setting of specific baselines against which targets will be monitored will be based on the baseline travel surveys anticipated to be taken in 2021 once the site opens and to encompass the nursery, primary and secondary cohorts and staff.
- 4.1.5 The STP targets will be SMART (Site specific, Measurable, Achievable, Realistic and Time related).

4.2 Proposed Targets

- 4.2.1 The targets for the STP are detailed below.

Target 1

The STP will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 20% reduction in the single occupancy vehicle car driver modal share for staff, within five years of the occupation.

- 4.2.2 The number of single occupancy car trips will be reduced by 20% from the initial travel survey. It is recognised that due to the nature of work the staff undertake, the wider catchment area and the items that they have to take to/from work (i.e. marking, books etc.) certain modes of transport may not be feasible for them to use. The focus will therefore be on modes of travel that can be achieved.
- 4.2.3 The modal shift will be measured and assessed through the monitoring phase of the STP and reported by the TPC within the annual report.

Target 2

The school will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 20% reduction in the single occupancy vehicle car driver modal share for the parents/guardians/carers of pupils, within five years of occupation.

- 4.2.4 The number of single occupancy car trips will be reduced by 20% from the initial travel survey. The 20% reduction will be complimented by an increase in the proportion of walking/cycling/scootering and car sharing travel modes.

4.2.5 The modal shift will be measured and assessed through the monitoring phase of the STP and reported by the TPC within the annual report.

Target 3

The school will have 100% STP awareness for staff and students.

4.2.6 Every member of staff and all pupils are to be made aware of the objectives of the STP, how to contact the TPC, and that the TPC can advise staff and pupils on alternative travel options.

4.2.7 This will be achieved through the travel information boards, information on the school's website and the promotional activities the TPC will implement. The full details of these measures are provided in **Chapter 5**.

4.2.8 This will be measured by the travel survey questionnaire that the staff and pupils will complete as part of the monitoring process and reported by the TPC within the yearly report.

Target 4

Promotion of the alternative modes of transport to the private car that are available to staff and pupils.

4.2.9 Every member of staff and all students are to be made aware of the alternative modes of transport to the private car that are available.

4.2.10 This will be achieved through the travel information displayed throughout the school, information on the school's website and the promotional activities the TPC will implement.

4.2.11 This will be measured by the travel survey questionnaire that the staff and students will complete as part of the monitoring process and will be reported by the TPC within the annual report.

5. Measures & Incentives

5.1 Introduction

- 5.1.1 This STP will promote the use of sustainable travel modes and help to reduce car dependency, to achieve the targets detailed in **Chapter 4** through a number of measures and incentives.
- 5.1.2 These measures focus on providing staff and students with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. However, this promotion will need to be undertaken in a sensitive manner, so that it is not viewed as a mandatory requirement but rather an information process; this will allow them to make educated decisions on their selected transport mode, whilst highlighting the benefits of alternatives to the private motor car. This is vitally important in order to avoid any potential for staff and students to view this process as overbearing and intrusive.
- 5.1.3 The measures relate to the potential for reducing the need to travel, and where travel is necessary, promoting and increasing travel by walking, cycling, public transport and car sharing, amongst all staff and students.
- 5.1.4 The school will be committed to the STP and will ensure that it gets senior management support in order to implement the measures detailed below throughout the school.

5.2 TPC and Co-ordination Team

- 5.2.1 A TPC will be identified during the construction phase. The general day-to-day requirements of the TPC role will be limited and therefore can be undertaken by an existing member of staff from the school. The duties will include:
- Promotion of the 'green transport' credentials of the school to existing and new staff and students;
 - Effective marketing and awareness raising (internally and externally);
 - Acting as point of contact for staff and students;
 - Setting up and chairing the steering group;
 - Undertaking the monitoring and data collection to produce an annual summary report to be issued to NCC;
 - Take a key role in the review of the STP;
 - Ensure information is up to date, liaising with internal departments and external bodies; and

- Production of an annual school newsletter on the progress of the STP. This will include the results of the annual review and forthcoming events; these will be communicated to staff and students through means such as emails and notices, as appropriate.

5.2.2 The details of the TPC, including name, contact number and email will be provided to NCC as soon as the position is filled.

5.2.3 The steering group will be a forum for discussion on the recommended initiatives of the STP; and the development of new initiatives which will be borne from the group discussions and ongoing monitoring, as the STP evolves. The team will comprise of a cross section of the school ranging from the TPC, senior management, governors, staff and students and could be widened to include TPC's from neighboring SUE's, the planning and highway functions of the council and also the neighboring parish council.

5.2.4 To ensure the continuation of the STP in the long term, measures will be reviewed and updated as required. This will ensure effective measures are promoted, less effective measures are stopped or improved and new measures are implemented as and when required.

5.3 Design

5.3.1 The following measures have been incorporated within the design of the school to help facilitate model shift:

- Provision of permeable pedestrian/cycle routes into the development that will connect with the existing facilities in the area;
- Attractive pedestrian/cycle routes within the development;
- Staff and students will be able to store cycles within safe, secure covered parking adjacent to the school building; and,
- The drop-off and turning area at the front of the site has been designed in order to accommodate access by buses which in turn will enable the school to work with the council to arrange school bus services as needs dictate.

5.3.2 The hard design measures detailed above will increase the permeability of the site for staff, students and visitors to the residential areas and public transport services which will provide attractive alternatives to non-car options for their travel.

5.4 Car Sharing

5.4.1 The school will investigate how the use of national car sharing websites along with an internal car share database could be used and promoted to staff. National databases include:

- www.liftshare.com/uk; and
- www.gocarshare.com.

5.4.2 The sites match users with potential partners as a driver or passenger. Once matched, users can choose to car share as little or often as they like. The benefits of the scheme will be promoted to staff through the STP:

- Find drivers and passengers on-line;
- Reduce the costs of fuel and parking;
- Choose parameters to define the kind of person that the user wants to share with;
- Cut congestion and pollution;
- Reduce the stress of driving; and
- Access a variety of other travel information.

5.4.3 The benefits of car sharing for pupil transport can also be communicated to parents/guardians/carers as an effective means of reducing vehicle travel to and from the site and also sharing the responsibility for the school run throughout the week. It is envisaged that actual arrangements for individual pupils will be arranged informally between parents/guardians/carers typically through family or friendship groups.

5.5 Public Transport Measures

5.5.1 A proportion of the existing students and the identified shortfall in places fall within the public transport bus network. The site is served by the existing bus network that can be accessed within a short walk of the site. The site access and associated works on the A427 Oundle Road will provide bus stops and an associated crossing point to enable staff and pupils to use the existing public bus network.

5.5.2 Measures to promote the use of public transport will include:

- Up-to-date public transport timetables, bus maps and ticket information will be disseminated to staff/students through notice boards in prominent locations, newsletters and the school's website;
- The information will be updated regularly by the TPC; and
- Links to public transport information will also be included on the school's website and notice boards.

5.6 School Transport

5.6.1 The trust who will run the school also has significant experience of operating other schools with school bus services entering their site and will therefore operate similarly here. The school will actively engage with the LHA, LPA and operators to promote the use of public transport for school travel and the site has been designed in order to accommodate this.

5.6.2 In addition, and as described in **Section 5.3**, the site has been designed in order to accommodate bus access to the front of the school buildings, allowing any dedicated services to pick up/drop off within the confines of the school site thereby limiting disruption to existing highway users on the surrounding network.

5.6.3 Identified services will be promoted parents/guardians/carers through the school website and letters and will have the benefit of reducing the level of single occupancy car trips to and from the site.

5.7 Cycle and Walking Measures

5.7.1 The STP will adopt a range of measures which could (but not limited to) include some of the following:

- Secure cycle parking will be provided on site with 74 spaces to be provided initially with room for a further 106 spaces to be provided as demand dictates;
- Walking and cycling maps will be disseminated through the school, newsletters and website;
- Safer routes to school – specific routes will be identified on a map that include crossings and footways within the school's catchment area;
- Investigate cycling proficiency training, such as Bikeability, through NCC approved providers;
- Investigate offering the cycle to work scheme to staff. The scheme allows employees to spend on bikes and equipment, tax-free, potentially making a significant saving on the overall value.
- The site will provide safe, secure cycle parking located close to the building for staff and students to use;
- Active Travel Week - a week in which active school journeys earn house/class points and prizes;
- The school will investigate participating in The Big Pedal. The Big Pedal is the UK's largest inter-school cycling and scooting challenge that inspires students, staff and parents to choose two wheels for their journey to school. This is run by Sustrans (www.bigpedal.org.uk) and has a wide range of resources;
- The school will investigate participating in Walking Week or Walking Wednesdays – students will be given a card on which they can record the number of minutes/steps that they have walked that week. At the end of the week, cards will be collected ready for a draw, house/class points can be awarded etc; and,

- Introduce a whole school 'Sustainable Transport Challenge' to track how students travel to school each day for a set period of time during each term. This can be made into a competition across school houses or year groups.

5.7.2 The TPC will review these to see which can be used within the school.

5.8 Communication and Marketing

5.8.1 The STP will be promoted to both staff and students to help disseminate the information, measures and successes throughout the school. Measures will include:

- Promotion through notice boards;
- School website;
- Newsletters (include STP updates, successes and tips);
- The TPC will promote national walk and cycle to work/school weeks;
- Investigate the development of a parent group to improve parking and travel initiatives;
- Investigate a 'no car day' once a year;
- To facilitate continued promotion and awareness raising, the TPC will also act as a point of contact for all staff and students requiring information. This will enable staff and students to get in touch with the TPC if they need any further information with regards to local transport facilities. This will also enable staff and students to communicate any ideas they would like to put forward, to enhance the sustainable travel choices available at the site.
- Promotion of Modeshift STARS.
 - This is the national school's awards scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel.
 - The scheme encourages schools across the country to join in a major effort to increase levels of sustainable and active travel in order to improve the health and well-being of children and young people.
 - Every school in England can participate in Modeshift STARS for free. On completion of an application for Modeshift STARS, schools will automatically have a brand new national standard STP.
 - As of September 2017, 69 local authorities representing around 3,500 schools in England are signed up to Modeshift STARS.
 - The TPC will register the school with this.
 - There are a number of online courses the website provides along with assemblies and classroom sessions that can be used to promote the Travel Plan.

6. Implementation and Monitoring

6.1 Implementation

6.1.1 The TPC will be responsible for introducing the STP to students and staff. Full contact details, including their name, address (postal and email) and telephone number, will be supplied to NCC, as soon as they are appointed. NCC will then be informed of any changes to the TPC contact details, which may occur for whatever reason.

6.2 Monitoring

6.2.1 A comprehensive hands up survey (students) and take-home survey (staff) are fundamental for the completion and ongoing success of the STP.

6.2.2 The travel surveys would be undertaken by the TPC in a neutral month on an annual basis. The survey will be undertaken by all staff and students during registration to maximise returns. An example survey is attached at **Appendix B** for reference.

6.2.3 The content of the surveys will be agreed with NCC prior to issue and will be used to:

- Monitor the targets;
- Show the number and percentage of people travelling by each mode;
- Highlight the number of single occupancy car users which will act as a major factor in target setting;
- Allow year-on-year comparisons to be made when undertaking annual STP reviews;
- Enable modal share targets to be determined;
- Determine the barriers and motivations relating to the uptake of sustainable modes of transport;
- Uptake acceptability of any measures and incentives proposed in the STP; and,
- Help identify any further measures that need to be investigated and proposed.

6.2.4 Postcode data collected in conjunction with the above is also a useful tool in determining the realistic potential for modal shift.

6.2.5 Postcode data will also be used to assist in the derivation of school bus service routes.

6.2.6 The information obtained from the initial survey will provide baseline data from which to update the modal shifts and set objectives and targets for the STP.

- 6.2.7 The TPC will collate and summarise the results of the travel surveys, in Annual Monitoring Reports for submission to NCC. The concise report will include the annual survey results and analysis of trends against previous years. From this, the targets would be amended/agreed and any further measures introduced following feedback from the surveys.
- 6.2.8 The results of the initial Annual Monitoring Reports will be presented to NCC within two months of the data collection exercise.
- 6.2.9 The Annual Monitoring Reports would be made available to staff and students. This will be via a digital copy and published on the school's website. This is important so that individuals can see how their travel choices fit into the STP.

7. Sustainable Travel Measures

7.1 Overview

7.1.1 To provide an accurate strategy for the implementation of the STP, various (short, medium and long-term) timed measures will be introduced before and after the construction of the new teaching block.

7.1.2 **Short-term** measures refer to those which will be implemented prior to, or within 3 months of the opening of the new teaching block. **Medium-term** measures are identifiable as those which can be completed after 3 months and within a year. **Long-term** measures are those which will take more than one year to complete.

7.2 Action Plan – Initiatives and Timescales

7.2.1 **Table 7.1** sets out the Indicative Action Plan that will be followed by the TPC, once appointed by the school. The Indicative Action Plan details the required actions by the co-ordinator for implementing the STP and also illustrates when each measure should be completed.

Table 7.1: Indicative Action Plan

Action	Timescale	Measure
Appoint/identify Travel Plan Co-ordinator.	Prior to the opening of the new school	Short-term
Agree and prepare publicity and marketing materials to promote sustainable transport at the school.	Prior to the opening of the new school and ongoing thereafter	Short/Long-term
Agree initial staff survey content, travel targets, measures, monitoring data and methodology with NCC for use in progressing the STP and establishing travel patterns.	Prior to occupation and before the initial surveys	Short-term

Undertake questionnaire	travel	Either before or within three months of the new school opening, and annually thereafter	Short/Long-term
Report findings of the initial staff/and resident travel questionnaires		Within one month of the initial staff travel survey, and annually thereafter	Medium/Long-term
Review STP targets and measures in consultation with NCC's TP Officer		As required following monitoring reports, and annually thereafter	Medium/Long-term
Provide advice to students, parents and staff on travel planning matters		On ad-hoc basis as required	Long-term

7.2.2 As with all elements of the travel planning process, the Indicative Action Plan is not considered to be prescriptive and accordingly flexibility should be exercised to ensure that the STP benefits all user groups and remains relevant throughout its implementation.

7.3 Summary

7.3.1 It is envisaged that the Indicative Action Plan will be implemented and reviewed annually as part of the ongoing monitoring process.

8. Sign off and Formal Approval

8.1 School Signatures

8.1.1 The following signatures confirm the school management have read and approved the contents of this STP. By signing this document, the school is committing itself to make every effort to resolve issues and implement the actions identified.

- Head Teacher
 - Name: Matt Norris
 - Date: **2 March 2023**
 - Signed: 
- Trustee
 - Name: Mark Woods
 - Date: **2 March 2023**
 - Signed: 
- TPC
 - Name: Matt Norris
 - Date: **2 March 2023**
 - Signed: 

8.2 Council Signatures

8.2.1 The following signatures confirm that the document has been checked and signed off by NCC.

- NCC Travel Plan Officer
 - Name: TBC
 - Date: TBC
 - Signed: TBC

APPENDICES

APPENDIX A

Masterplan





NOTE:

1. THIS DRAWING IS BASED UPON DRAWING NUMBER FS0717-DHL-Z0-Z0-DR-L-00001 P06.
2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:250) MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.
3. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
4. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'
6. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
7. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

REV	DATE	REMARKS
-	-	-
-	04.03.2021	INITIAL ISSUE

CLIENT

Bam Construction Ltd

JOB TITLE

Weldon Academy, Corby

DRAWING TITLE

Parking Management Plan

DRAWING NO.

J32-4501-PS-007

DRAWN

JEGB

CHECKED

JEGB

CREATED

Mar '21

SCALE

NTS@A3

mode transport planning
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 145 GREAT CHARLES STREET
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APPENDIX B

Example Travel Survey

Hands Up Survey

Class:

Year Group:

Date:

Q1) How do you usually travel to school?

Q2) If you had a choice, how would you like to get to school?

Mode of Transport	Q1: How do you usually travel to school	Q2: How would you like to travel to school
Car		
Bus		
Walk		
Rail		
Car (on your own)		
Car (with your brother/sister)		
Car (with another student)		
Bike		
Scooter		
Taxi (on their own)		
Taxi (with another student)		
Park and Walk *		

* Park and Walk = the walk must be for at least 800 metres

Staff Travel Questionnaire

1) How do you travel to work?

2) What is your postcode?

3) How far do you travel to work (one way)?

Less than 1 mile	<input style="width: 100%; height: 30px;" type="text"/>	Less than 2 miles	<input style="width: 100%; height: 30px;" type="text"/>
Less than 5 miles	<input style="width: 100%; height: 30px;" type="text"/>	Over 5 miles	<input style="width: 100%; height: 30px;" type="text"/>

4) What mode of transport would you use if your first choice was unavailable?

5) If you do not already do so, what would encourage you to cycle to work?

Secure cycle storage	<input style="width: 100%; height: 30px;" type="text"/>	Owning a bike/use of a bike	<input style="width: 100%; height: 30px;" type="text"/>
Shower facilities	<input style="width: 100%; height: 30px;" type="text"/>	Being more confident riding on the road	<input style="width: 100%; height: 30px;" type="text"/>
Incentives to cycle	<input style="width: 100%; height: 30px;" type="text"/>	Other – Please state	<input style="width: 100%; height: 30px;" type="text"/>

6) If you do not already do so, what would make you consider walking to work?

7) If you drive to work, would you consider joining a car share scheme?

Yes, possibly	<input style="width: 100%; height: 30px;" type="text"/>	No	<input style="width: 100%; height: 30px;" type="text"/>
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8) Do you have any ideas for improving the journey to school?

9) Your school is working to make the journey to and from school safer and more sustainable. Would you consider joining the School Travel Plan Working Group?

Yes, possibly	<input style="width: 100%; height: 30px;" type="text"/>	No	<input style="width: 100%; height: 30px;" type="text"/>
---------------	---	----	---

Thank you for completing this questionnaire ☺



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 206 2945

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