

Long Lawford Primary School

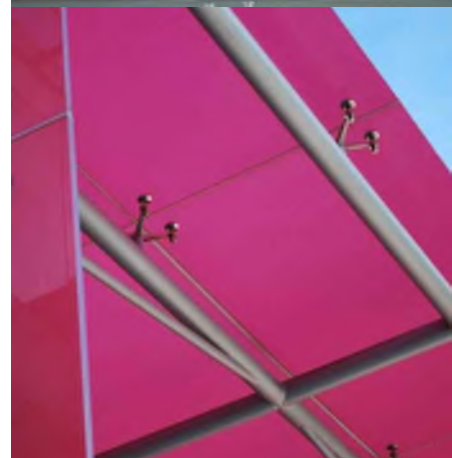
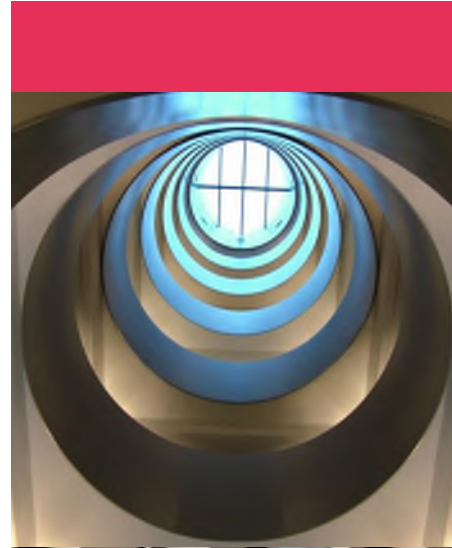
Transport Statement

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Curtins
56 The Ropewalk
Nottingham
Tel: 0115 9415551
www.curtins.com


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Author	Signature	Date
Andrew Gilnicz ONC HNC MCIHT Transport Planner		27 July 2016

Reviewed	Signature	Date
Matt Price BSc (Hons) MSc TPP MCIHT Principal Transport Planner		27 July 2016

Authorised	Signature	Date
Matt Rudman BEng MCIHT Associate		27 July 2016

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins were appointed by Ashe Construction Limited to provide traffic and transportation advice to support a planning application for the extension of the Long Lawford Primary School in Long Lawford, Warwickshire.
- 1.1.2 It has been confirmed that a new two storey, six class teaching block with early years classroom extension, administration space, studio hall extension, expansion to car park and a new playground are all to be constructed at the site, with the existing buildings to be retained. It is proposed that this would increase the total number of school pupils from approximately 454 to 630 pupils, though the school is currently consented to accommodate 476 pupils. The overall number of full-time staff shall increase from 18 to 24. It should be noted that the proposed development will not expand beyond the current site boundary.
- 1.1.3 A Travel Plan (TP) was produced in April 2016 by Warwickshire County Council in order to encourage sustainable modes of transport whilst reducing car dependency (see **Appendix A**).

1.2 Purpose of this Report

- 1.2.1 In keeping with current Government planning policy contained within National Planning Policy Framework [NPPF] (March 2012), this report seeks to demonstrate that the development proposals represent sustainable development. The aim of this report is to identify the suitability of access to serve the school in line with current design guidance. It also seeks to determine whether the development proposals would generate significant traffic increases within the surrounding highway network.

1.3 Scope of the Report

- 1.3.1 Following pre-application discussions, the following content and scope was deemed appropriate:
- Details of the vehicular, pedestrian and cycle access arrangements;
 - Details of drop off provision and parking provision;
 - On-street car parking capacity and analysis;
 - An audit of access to the site by all modes of travel;
 - Details of the number of existing and anticipated pupils and employees;
 - Consider any highway impacts associated with the proposals;
 - Consider the proposed parking provision and any implications on or off site; and
 - Combine the above into a Transport Statement report.

- 1.3.2 The following assessment takes into consideration current Government planning policy contained within the National Planning Policy Framework [NPPF] (Department for Communities and Local Government, March 2012). It places a key emphasis on the presumption in favour of sustainable development. In respect of highways and transportation issues, paragraph 32 of the NPPF sets out the following requirements:

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

- 1.3.3 Guidance on Transport Assessment (DfT, March 2007) has recently been archived, and in line with paragraph 32 of the NPPF, the key consideration in respect of off-site impact is now whether this would be severe, noting that only developments that result in a severe residual cumulative impact should be refused. Given that no detailed replacement guidance has been published to date, this report continues to adopt the previous advice on thresholds for determining where a significant impact could occur. In light of the current policy guidance in NPPF, it takes a more rounded view on impact that considers traffic increases in the context of existing conditions at particular junctions and links, such as whether there are any current capacity or highway safety issues. This all-encompassing approach to assessment helps to address the specific question of whether or not an impact could be defined as severe.

- 1.3.4 This Transport Statement takes into account current Government policy contained within the National Planning Policy Framework [NPPF] (Department for Communities and Local Government, March 2012). It also considers current best practice advice contained in the document 'Manual for Streets' (DfT, 2007), and its companion document 'Manual for Streets 2 – Wider Application of the Principles' (CIHT, September 2010).

- 1.3.5 A detailed site visit was undertaken on 30 June 2016, between 1400 and 1600 hours to review the site and surrounding highway conditions. During the site visit, vehicle movements to and from the school were observed during the afternoon school peak period (1430 to 1530 hours).

2.0 Site Context

2.1 Site Location

- 2.1.1 The site is located in Long Lawford, approximately 3 kilometres northwest of Rugby Town Centre, situated within a predominantly residential area. It should be noted that Long Lawford is within the Rugby Borough Council administrative area. It is within a reasonable walking distance of the A428 (Lawford Road), a key east to west corridor that extends between Rugby and towards Brentford. **Plan TPLE61579_001** illustrates the location of the site in relation to the surrounding areas and regional highway network.
- 2.1.2 The site is bounded by residential properties to the north, Holbrook Road to the east, Townsend Lane to the south, and a public park to the west. Approximately 65 metres north of the existing site access, Holbrook Road has a parade of shops which includes a convenience store and two fast food restaurants.

Plan TPLE61579_002 shows the detailed location of the site in relation to local facilities and the immediate surrounding highway network.

2.2 Existing Site

Existing School Characteristics

- 2.2.1 Long Lawford Primary School currently accommodates a total of 454 pupils (including the nursery). The existing school building is however consented for up to 476 pupils. Currently there are 18 full-time and 41 part-time staff members (including cleaning and kitchen staff) working at the school.
- 2.2.2 The school opens at approximately 0800 hours with Musical Theatre, Hotshots Basketball Club and Football Club available until 0845 hours. The teaching day starts at 0850 hours, lunch break is from 1145 to 1315 hours and lessons finish at 1500 hours (nursery finishes at 1515 hours). There are after school clubs available including Hotshots Basketball Club and Football Club.

Existing Vehicular Access

- 2.2.3 The site is served by a single point of access on Holbrook Road, which is utilised primarily by staff members. However, this access is also used for deliveries to the school and for internal waste collection. The existing access consists of a 3.5 metres wide carriageway, approximately 4 metres kerb radii and a 2 metres wide pedestrian gated access at the southern edge of the carriageway. The existing vehicular gate is located approximately 20 metres from the edge of Holbrook Road. On-site measurements highlighted that the required visibility splays of 43 metres can be satisfactorily achieved in both directions within what appears to be publicly maintained highway land.



Figure 2.1 – Existing vehicular school access at Holbrook Road

Existing Pedestrian/Cycle Access

- 2.2.4 The pedestrians / cycle access is located approximately 15 metres north of the vehicular access is a gated pedestrian entrance into the school grounds. This is protected by guard railings along the edge of the carriageway and also includes yellow zig-zag 'school keep clear' markings designed to prohibit vehicles stopping in that area. Internally, this pedestrian entrance provides a tarmac footpath leading to the main school building, car park and outdoor playground.



Figure 2.2 – Northern pedestrian gated access at Holbrook Road

- 2.2.5 Approximately 32 metres south of the vehicular access is a secondary gated pedestrian entrance into southern section of the school grounds. This also includes guard railings along the edge of carriageway and yellow zig-zag 'school keep clear' markings within the carriageway.



Figure 2.3 – Southern pedestrian gated access at Holbrook Road

- 2.2.6 A third pedestrian and cycle access is located off Townsend Lane to the south of the site via a recreation and playing field with a public footpath leading to school gate on the western boundary of the site.



Figure 2.4 –Pedestrian gated access at Townsend Lane

Existing Drop-off and Parking Provision

- 2.2.7 There is an informal provision for pick up and drop off on the local highway network but not on site. Anecdotal evidence reported by the school suggests that Holbrook Road experiences a spike in demand for parking during school peak pick up and drop off times, however this is short-term in nature and clears quickly.



Figure 2.5 – On-street parking at Holbrook Road during evening peak period

- 2.2.8 During the evening peak period (1430 to 1530 hours) there was a maximum of 20 parked cars associated with the school observed in the vicinity of the school on Holbrook Road at any one time. This level of on-street parking did not appear to cause any significant obstructions or provide evidence of preventing safe and suitable access for pedestrians or vehicles in accordance with Paragraph 32 of NPPF. During the site visit, the speed of vehicles along Holbrook Road appeared to be reduced as a result of the existing on-street parking and number of children walking to and from the school.
- 2.2.9 It should be noted that parents who choose to drop off and pick up children also park on the other residential roads surrounding the school which did not appear to cause any major disruptions.

2.3 On-Street Car Parking Analysis

- 2.3.1 To supplement the information collected during the detailed site visit above, a follow-up survey was undertaken on the 21st July between 0730 and 1630.
- 2.3.2 This survey was undertaken to establish the precise level of on-street car parking availability and a detailed count of all on-street parking associated with the school AM and PM peak drop off periods.

2.3.3 The streets surveyed having been considered as appropriate for the provision of on-street parking are detailed below:

- Townsend Lane (from School Street to Elizabeth Way footpath)
- Holbrook Road (from Townsend Lane to Round Avenue)
- Elizabeth Way, and
- Boyce Way / Greenwood Close

Townsend Lane

2.3.4 Between the sections surveyed, Townsend Lane measures approximately 420m in length. When consideration is given to the sections of highway that do not provide appropriate places to park (junction mouths, bus stops, speed cushions and footway crossovers accessing private driveways), the street provides approximately 655m of space available to safely accommodate parked vehicles.

2.3.5 To calculate the capacity of vehicles this figure can accommodate, it is divided by 6m (a standard on-street parking bay length) and it can be concluded that Townsend Lane can accommodate approximately 109 parked vehicles safely.

2.3.6 Chart 2.1 below shows the observed levels of car parking and latent parking capacity on Townsend Lane during both the school AM and PM peak periods.

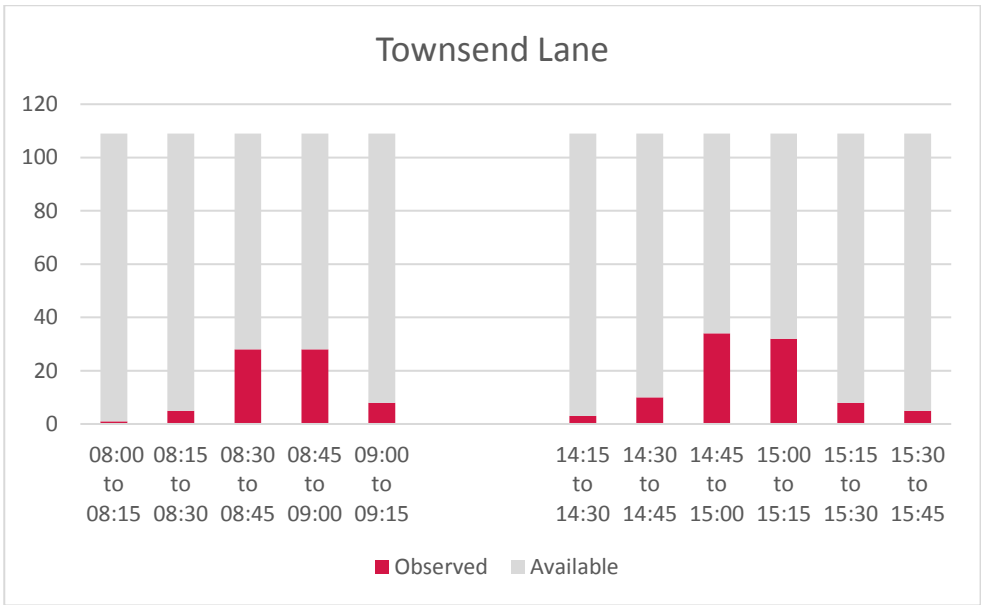


Chart 2.1 – On-street parking on Townsend Lane

- 2.3.7 Chart 2.1 above demonstrates that even during the AM and PM peak periods, there remains capacity to accommodate 75 vehicles within a reasonable walking distance from the school.

Holbrook Road

- 2.3.8 Between the sections surveyed, Holbrook Road measures approximately 220m in length. When consideration is given to the sections of highway that do not provide appropriate places to park (junction mouths, bus stops, and footway crossovers accessing private driveways), the street provides approximately 236m of space available to safely accommodate parked vehicles.
- 2.3.9 To calculate the capacity of vehicles this figure can accommodate, it is divided by 6m (a standard on-street parking bay length) and it can be concluded that Holbrook Road can accommodate approximately 43 parked vehicles safely.
- 2.3.10 Chart 2.2 below shows the observed levels of car parking and latent parking capacity on Holbrook Road during both the school AM and PM peak periods.

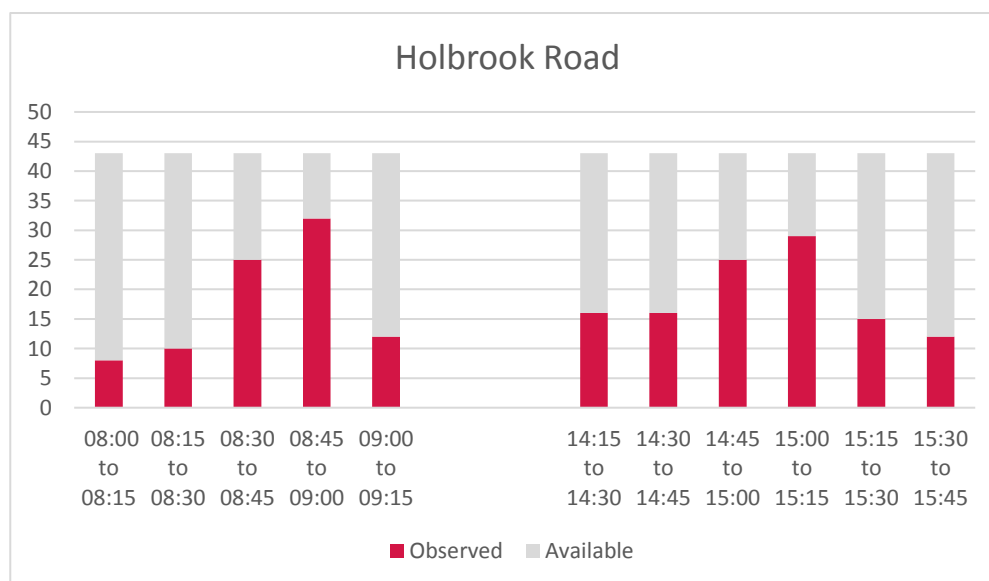


Chart 2.2 – On-street parking on Holbrook Road

- 2.3.11 Chart 2.2 above demonstrates that even during the AM and PM peak periods, there remains capacity to accommodate 11 vehicles within a reasonable walking distance from the school.

Elizabeth Way

- 2.3.12 Between the sections surveyed, Elizabeth Way measures approximately 360m in length. When consideration is given to the sections of highway that do not provide appropriate places to park (junction

mouths and footway crossovers accessing private driveways), the street provides approximately 600m of space available to safely accommodate parked vehicles.

- 2.3.13 To calculate the capacity of vehicles this figure can accommodate, it is divided by 6m (a standard on-street parking bay length) and it can be concluded that Elizabeth Way can accommodate approximately 100 parked vehicles safely.
- 2.3.14 Chart 2.3 below shows the observed levels of car parking and latent parking capacity on Elizabeth Way during both the school AM and PM peak periods.

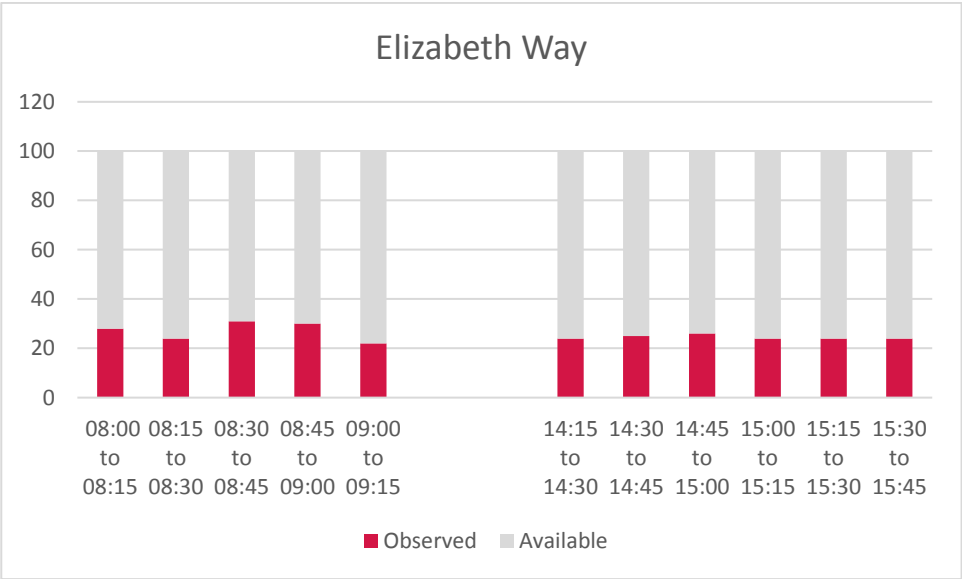


Chart 2.3 – On-street parking on Elizabeth Way

- 2.3.15 Chart 2.3 above demonstrates that even during the AM and PM peak periods, there remains capacity to accommodate 69 vehicles within a reasonable walking distance from the school.

Boyce Way / Greenwood Close

- 2.3.16 Boyce Way / Greenwood Close measures approximately 190m in length. When consideration is given to the sections of highway that do not provide appropriate places to park (junction mouths and footway crossovers accessing private driveways), the street provides approximately 363m of space available to safely accommodate parked vehicles.
- 2.3.17 To calculate the capacity of vehicles this figure can accommodate, it is divided by 6m (a standard on-street parking bay length) and it can be concluded that Boyce Way / Greenwood Close can accommodate approximately 60 parked vehicles safely.

2.3.18 Chart 2.4 below shows the observed levels of car parking and latent parking capacity on Boyce Way / Greenwood Close during both the school AM and PM peak periods.

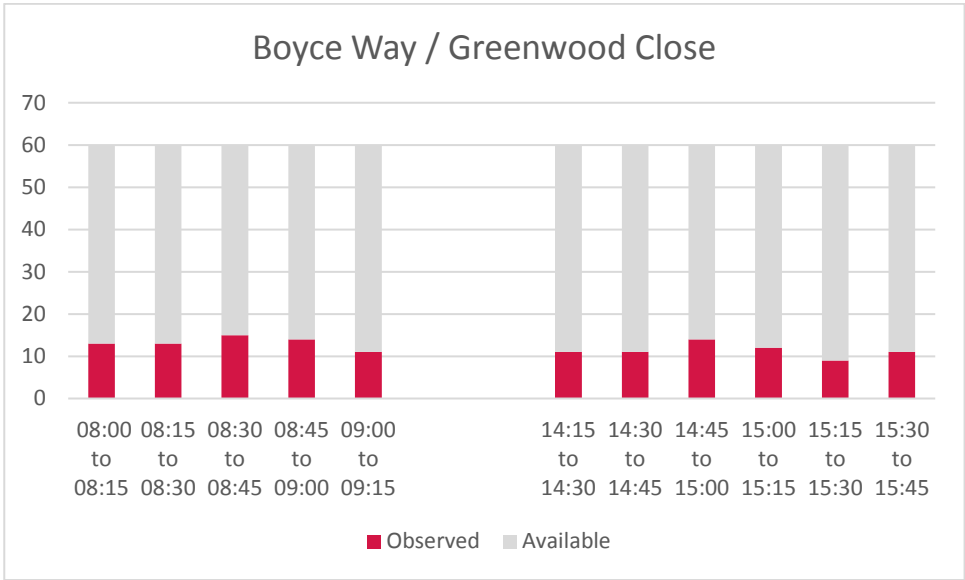


Chart 2.4 – On-street parking on Boyce Way / Greenwood Close

2.3.19 Table 2.4 above demonstrates that even during the AM and PM peak periods, there remains capacity to accommodate 45 vehicles within a reasonable walking distance from the school.

2.4 On-Street Car Parking Summary

2.4.1 Following a detailed survey of the above streets that provide suitable parking opportunities for parents wishing to drop off and pick up children at Long Lawford School, it can be concluded that there remains existing latent capacity to accommodate a significant increase in on-street parking demand if required.

2.4.2 Chart 2.5 below provide a summary of all the surveyed on-street parking spaces and utilisation rates.

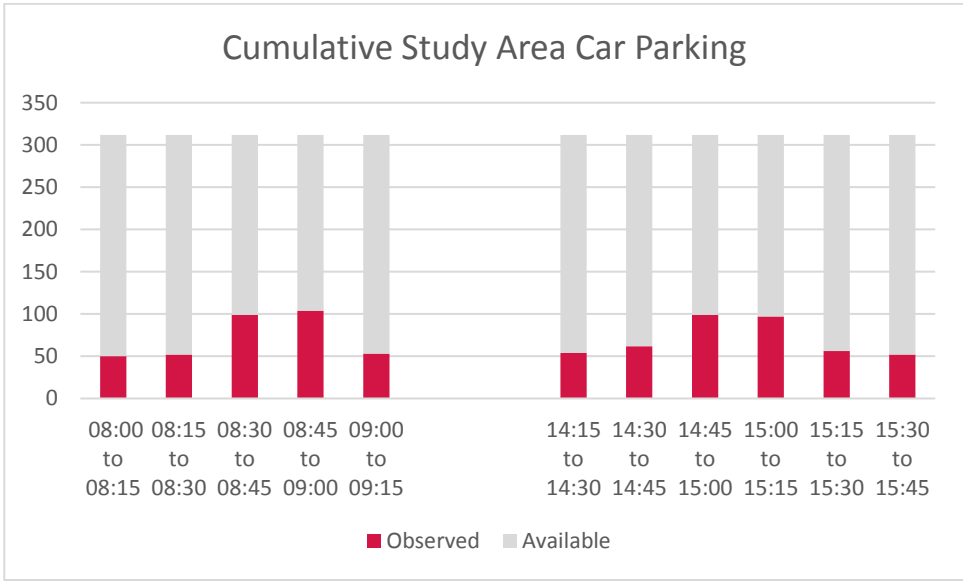


Chart 2.5 – Cumulative study area on-street parking

- 2.4.3 Chart 2.5 demonstrates that within the study area, on-street car parking levels peak at around 100 recorded vehicles during both the AM and PM peak periods. Once the background numbers of vehicles parked on street are removed (residents) then this demonstrates that Long Lawford Primary School currently generates a demand for an on-street car parking accumulation of approximately 50 peak hour vehicles parking on the street during school drop-off and pick-up times.
- 2.4.4 The chart above also demonstrates that there is a significant level of latent capacity which could be used by parent’s wishing to drive their children to school following the proposed development. Within a reasonable walking distance from the site (up to 300m) approximately 200 on-street parking spaces are available within the study area during peak hours.

2.5 Surrounding Highway Network

Holbrook Road

- 2.5.1 Holbrook Road is an unclassified road that extends between Prentice Close to the north and Townsend Lane to the south. Holbrook Road itself has a general width of approximately 5 metres which increases to approximately 8 metres wide at the site frontage with footways measuring 2 metres wide extending along both sides of the carriageway. However, along the eastern edge of Holbrook Road (south of the school access) the footway includes a 1.5 metres wide additional paved verge. There are no parking controls beyond the yellow zig-zag ‘school keep clear’ markings at the site frontage, although on-site observations indicate that background on-street parking is minimal due to the fact that the residential properties on the road have private driveways. There is street lighting present along its length and it is currently subject to a 30mph speed.



Figure 2.6 – Holbrook Road highway layout near school access

Townsend Lane

- 2.5.2 Townsend Lane links to the southern end of Holbrook Road via a priority controlled T-junction. It is an unclassified road that extends between the A428 to the east and School Street to the west. Townsend Lane itself has a general width of approximately 5.5 metres. Footways measuring 2 to 2.5 metres wide extend along both sides of the carriageway.
- 2.5.3 There are no parking restrictions although on-site observations indicate that on-street parking at this locations is also minimal (outside of school peak hours) due to a number of residential properties with off-street parking availability. There is street lighting along its length and it is subject to a 30mph speed limit. Vehicle speeds are further controlled by existing speed cushions on both sides of the carriageway, preventing vehicles from excessively speeding.



Figure 2.7 – Townsend Lane (towards the east) highway layout

Elizabeth Way

- 2.5.4 Elizabeth way is a two way, single carriage way providing access to residential properties to the east of the site. The road provides no through access but does loop back to re-join Holbrook Close with both of the Elizabeth Way junctions opposite Long Lawford School.
- 2.5.6 The road is subject to a 30mph speed limit, with carriageway widths of 5.5 metres and footways on both sides measuring between 2.5 to 3 metres.

Boyce Way / Greenwood Close

- 2.5.7 Boyce Way and Greenwood Close form a continuous loop providing access to residential properties to the north of the site off Round Avenue. Whilst there are residential properties located on the outside of the loop, the area within the highway loop is open grassed area. There are therefore a comparatively low number of dwellings served by Boyce Way / Greenwood Close.
- 2.5.8 Greenwood Close also provides access to a small car parking area adjacent to the playing fields with capacity to accommodate approximately 10 vehicles.

The A426 (Lawford Road)

- 2.5.9 The A426 (Lawford Road) is a classified 'A' road that is not part of Highway England's Trunk Road network and provides the main strategic link between Long Lawford and Rugby. Lawford Road has a general width of approximately 6 metres and a footways measuring 2 metres wide extend along the

northern edge of the carriageway. There is street lighting along its length and it is subject to a 40mph speed limit.

2.6 Highway Safety

- 2.6.1 Paragraph 4.7 within 'Guidance on Transport Assessment' stated that *"for the study area, establish the current personal injury accident records for the most recent three-year period, or five years if this is considered to be more appropriate"*. Paragraph 015 within 'Travel plans, transport assessments and statements in decision-taking' reiterates this and advises that *"an analysis of the injury records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area"*.
- 2.6.2 In accordance with the above, the 'CrashMap' website was examined (www.crashmap.co.uk) for any details of recorded Personal Injury Accidents in recent years. This identified that there were no recorded incidents on the local highway network in the vicinity of the site (including the entire length of Holbrook road) between 2010 and 2014 (most recent data available). It can therefore be concluded that there are no significant existing highway safety issues in the immediate vicinity of the site that require further attention.

3.0 Accessibility by Sustainable Modes of Transport

3.1 Pedestrian Accessibility

- 3.1.1 The Long Lawford Primary School is located within an existing established residential area and therefore significant pedestrian infrastructure already exists in the surrounding area. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to a variety of planning applications. These are reproduced in **Table 3.1**.

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 3.1 – CIHT Recommended Walking Distances

- 3.1.2 Further to the above, The Institution of Highways and Transportation [IHT] publication 'Guidelines for providing for journeys on foot' [2000] provides guidance on how to encourage pedestrian travel. Paragraph 3.31 states that:

“Acceptable’ walking distances will obviously vary between individuals and circumstances. Acceptable walking distances will depend on various factors including:

- *An individual’s fitness and physical ability*
- *Encumbrances, e.g. shopping, pushchair*
- *Availability, cost and convenience of alternatives transport modes*
- *Time savings*
- *Journey purpose*
- *Personal motivation*
- *General deterrents to walking”.*

- 3.1.3 The IHT guidelines describe 'acceptable' walking distances for pedestrians without impaired mobility. They suggest that for a commuting or school trip, up to 500 metres is the desirable distance, up to 1000 metres is an acceptable distance, and 2000 metres is the preferred maximum.

- 3.1.4 **Plan TPLE61579_003** shows the 500, 1000 and 2000 metres pedestrian catchment isochrones. The 500 metres catchment taken from the centre of school site includes the surrounding residential

properties on streets including Holbrook Road, Townsend Lane and Round Avenue. Within this catchment, a parade of shops can also be reached on Holbrook Road to the north of the school.

- 3.1.5 Within a 1 kilometre walk from the school there are additional residential properties, further shops and bus stops that can be accessed. Within a 2 kilometre walk distance, pupils, staff and visitors can access the entirety of Long Lawford and its amenities, plus a section of Bilton.
- 3.1.6 Pedestrian safety railings are in place along sections of Holbrook Road in the vicinity of the school as described previously in this report. There are a number of dropped kerb crossing points within the local surrounding highway network.
- 3.1.7 The surrounding roads have footways available for pedestrian use and the carriageways are well lit by street lighting. There is already a relatively high pedestrian footfall due to the school being located within an existing established residential area. It is therefore considered that local pupils, employees and visitors could potentially walk to the site.

3.2 Accessibility by Cycle

- 3.2.1 Local Transport Note 2/08 – Cycle Infrastructure Design (DfT, October 2008) states that ‘...many utility cycle journeys are under three miles [5 kilometres], although, for commuter journeys, a trip distance of five miles [8 kilometres] or more is not uncommon.’ [Paragraph 1.5.1, page 14].
- 3.2.2 **Plan TPLE61579 - 004** shows a 5 kilometres isochrone catchment area centred on the site, which demonstrates that surrounding areas including Long Lawford, Harborough Magna, Rugby, Cawston and Church Lawford are within a comfortable cycling distance. It is calculated that a typical cycle speed of 12mph would result in this distance equating to a journey time of approximately only 16 minutes.
- 3.2.3 Warwickshire County Council’s cycle map ‘Rugby Cycling Guide’ confirms that there are no formal designated cycle routes in the immediate vicinity of the site. However, the A426 includes a traffic free cycle route that extends to Rugby. Furthermore, the surrounding local highway network is traffic calmed, generally lightly trafficked and should therefore adequately accommodate cycle journeys within the carriageway.
- 3.2.4 The site currently provides 10 sheltered Sheffield Cycle Stands to be used by both staff and students. These are suitable to accommodate a total of 20 cycles or scooters.



Figure 3.1 – Long Lawford Primary School internal cycle parking

- 3.2.5 Given that there are existing cycle facilities and low trafficked roads within the vicinity of the site, it is considered that older pupils, accompanied younger pupils, employees and visitors could travel to the school by bicycle. Furthermore, it has been confirmed that the school provide 'bikeability' cycle training to help train children to ride bikes safely and learn how to ride within the public highway. The full bikeability training can be viewed at bikeability.org.uk.

3.3 Accessibility by Bus

- 3.3.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

Public Buses

- 3.3.2 The closest serviced bus stop to the school is located approximately 45 metres north of the existing school site access on Holbrook Road. This stop includes a flag and pole arrangement, timetable and a marked bus stop within the carriageway and is served by bus route 3A. Approximately 130 metres south of the school access on Townsend Lane there are bus stops located on both sides of the carriageway. The stop at the southern edge of carriageway consists of a flag and pole arrangement with a timetable. The stop on the northernmost side of the carriageway consists of a shelter and timetable. Local public bus services serving these stops are outlined in **Table 3.2** as shown below:

Service	Route	Bus stop location	Morning peak	Daytime	Evening peak
3A	Newbold > Town Centre > Hillmorton > Long Lawford > Town Centre > Hillmorton	Holbrook Road	1 service	15 mins	30 mins
86	Coventry > Binley Woods > Brandon > Wolston > Long Lawford > Rugby > Overslade > Woodlands	Townsend Lane	30 mins	30 mins	30 mins

Table 3.2 – Summary of public bus service frequencies

3.3.3 Detailed inspection of the timetables for the routes shown above demonstrate that they have a combined frequency of approximately 6 bus services every hour during an average weekday. They serve locations such as Coventry, Rugby, Hillmorton and Wolston.

3.4 Accessibility Conclusions

3.4.1 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 4 – Promoting Sustainable Transport outlines the important role that transport policies have to play in facilitating this.

3.4.2 Paragraph 34 indicates that:

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.”

3.4.3 The site is situated within an existing established residential area and there are a large number of residential properties within acceptable walking distance of the school. The existing standard of pedestrian infrastructure is good and low trafficked streets surround the site.

3.4.4 It has been demonstrated that the development area is served by suitable existing bus routes. To further demonstrate this **Plan TPLE61579 – 005** shows public transport travel time isochrones and a series of destinations accessible within 20, 40 and 60 minutes journey time of the site. It is considered that there is a large area of locations that are well connected by frequent public transport services to the site within relatively short time periods. In conclusion the site is accessible by a variety of sustainable modes of transport, and can be considered a suitable location with regards to sustainability.

4.0 School Operations

4.1 Operations

Pedestrian and Cycle Operations

- 4.1.1 General observations highlighted that pedestrians primarily access the school via the main vehicular entrance at Holbrook Road, as well as the additional northern pedestrian access also at Holbrook Road. Pupils observed cycling or using scooters to travel to school typically use the main vehicular access. This is due to this access being in close proximity to the formal cycle and scooter parking within the southern end of the site.

Vehicular Operations

- 4.1.2 On-site observations undertaken on both the 30th June and again on the 21st July during the AM and PM peak times have shown that during the peak pick-up and drop-off periods, vehicles tend to park on-street for short periods of time, primarily along Holbrook Road and Townsend Lane.
- 4.1.3 A small number of vehicles were observed parked on minor arm junctions adjacent to the school for a short period of time. During our site visit, vehicles were observed to be parked legally (though some vehicles were observed parked on the apex of Elizabeth Way junctions) and without causing nuisance or obstructing the road or private driveways. This on-street parking did not appear to cause obstruction to passing vehicles or pedestrians.

4.2 Travel Habits

- 4.2.1 As previously discussed, a Travel Plan (TP) was produced in 2010 and revised in April 2016 by the school in order to encourage sustainable modes of transport and has been appended to this Transport Statement.
- 4.2.2 The aims of the Travel Plan are:
- Reduce the number of car trips made to/from school by parents, carers, pupils and staff;
 - Increase awareness amongst pupils, parents, carers and staff about health and safety;
 - Provide a relevant focus for class work within the curriculum and increase the number of pupils benefiting from sustainable travel and road safety education;
 - Reduce traffic congestion around the school;
 - Highlight school travel and transport issues and problems and propose practical initiative to make the journey feel safe and more enjoyable for everyone;
 - Encourage more walking and cycling to school and improve children's health and fitness through increased walking and cycling;

- Provide opportunities for consultation particularly with pupils and parents and carers;
- Engender a responsible attitude in all members of the school community, towards the safety of themselves and other on the school journey;
- Promote safe and considerate driving and parking for those who have to travel by car.

4.2.3 A pupil travel survey undertaken at the school as part of the updated Travel Plan confirmed that only during the AM Peak, 37% of journeys from the school are generally by car. It also highlighted that 62% of non-car journeys to the school are by foot, cycle or by scooter. During the PM Peak the percentage of car trips are lower at 35% with a corresponding increase in the number of pupils that walk.

4.2.4 Whilst it is not reasonable to expect 100% of pupils / parents to respond to travel surveys, the response rate to this particular survey (37% of population) is considered to be low. Whilst it is acceptable to extrapolate the percentage modal split from these results to calculate the wider travel habits for the whole school, the remainder of this assessment shall consider the trips to school by car as being 40%, thus providing for a more robust assessment.

4.2.4 The staff survey results show that 69% of staff travel in a car to the school of which 4% are car sharing. As with the majority of schools, higher levels of car dependency are expected as staff tend to live further away and also have more equipment / books to transport. Of the remaining 31% of staff, 24% travel to and from the school on foot and 4% cycle.

5.0 Development Proposals

5.1 Development Description

- 5.1.1 The proposals are for the extension of the existing Long Lawford Primary School in Long Lawford, Warwickshire. The development proposals include a new two storey, six class teaching block with early years classroom extension, administration space, studio hall extension, expansion to car park and a new playground are all to be constructed at the site, with the existing buildings to be maintained. It has been confirmed that the overall number of pupils and teaching staff will increase as a result of this development. The proposed site plan is shown at **Appendix B**.
- 5.1.2 It is proposed that this would increase the total number of consented pupils from 476 to 630 pupils, and the overall number of full-time staff shall increase from 18 to 24. It should be noted that the proposed development will not expand beyond the current site boundary.

Pupil / Staff Numbers

- 5.1.3 There are currently 454 pupils at the Long Lawford Primary School. The site is consented to accommodate a total of 476 pupils overall and therefore the school is currently operating under capacity. The development proposals will result in the pupil capacity of the school increasing to 630 with the resulting increase in consented pupil numbers being 154.
- 5.1.4 Currently there are 18 full-time and 41 part-time staff members (including cleaning and kitchen staff) working at the school. Post development completion and occupation, it is considered that the school will have approximately 24 full-time and 47 part-time staff members (including cleaning and kitchen staff).

Opening Times

- 5.1.5 The teaching day shall remain unchanged, therefore the school will continue to open its doors at approximately 0800 hours with Musical Theatre, Hotshots Basketball Club and Football Club available until 0845 hours. The teaching day will start at 0850 hours, with lunch break from 1145 to 1315 hours and lessons finishing at 1500 hours (Nursery finishes at 1515 hours). There are after school clubs include Hotshots Basketball Club and Football Club., which will continue unchanged.

5.2 Access, Drop-off and Parking Proposals

Vehicular Access

- 5.2.1 The existing site access is considered to operate satisfactorily with no evidence of accident issues / concerns at this location within the past five years. On-site measurements identified that the required

visibility splays of 43 metres (in line with the 30mph speed limit) can be achieved in both directions from a 2.4 metres setback distance, within what appears to be publicly maintained highway land. Therefore, there are no proposed amendments to the access arrangements for the school and no anticipated changes required to the pick-up and drop-off features utilised by parents.

Pedestrian / Cycle Access

- 5.2.2 Access arrangements will not materially change for pedestrians or cyclists. It has been highlighted that the existing pedestrian routes into and out of the site operate satisfactory with the current level of staff / pupils. It is considered that the increase in movements associated with the extension to the school should not require improvements to the existing pedestrian infrastructure.

Parking

- 5.2.3 The number of standard car park spaces will increase from 32 (including one disabled bay) to 45 in accordance with Rugby Borough Council's current planning policy which should be sufficient to serve the increase in staff numbers. Cycle parking infrastructure will remain unchanged with capacity for 20 cycles / scooters which offers a good level of provision for future demand based on the current and proposed numbers of pupils and staff who cycle.

5.3 Servicing

- 5.3.1 Other than refuse collection vehicles, the largest vehicle that would require access to the site should typically be a 7.5 tonnes box van to deliver general equipment and supplies. Service / delivery vehicles will continue to access the site via the existing vehicular access where they will be able to access the bin store and make deliveries to the main school buildings as per the current arrangement.

6.0 Highway Impact

6.1 Review

- 6.1.1 By reviewing the information contained above and following our initial site visit and consultation with teachers and parents, it is possible to determine the likely impact on the highway network resulting from the proposed development.
- 6.1.2 It is believed that the Travel Plan and promotion of sustainable travel measures will mitigate some of the residual trip generation associated with the proposed development on the highway network through an increase in the percentage of people using sustainable travel modes and reduction in car use.
- 6.1.3 The revised travel plan confirmed that 37% of pupil journeys to the school are by car however for the purpose of a more robust assessment, we assume 40% of pupils are driven to school. With the proposals resulting in an increase of 154 consented pupils, it is considered that an additional 62 pupils will travel to and from the school by car.
- 6.1.4 The Department for Transport (DfT) National Travel Survey statistics have found that the average pupil occupancy level for education trips is 1.6 children per car (taking into account siblings, friends and neighbours car sharing). If, for instance, 62 pupils travel to the school by car then the number of vehicles that will access to site to drop of pupils during the peak hour will be $62/1.6 = 39$.
- 6.1.5 Many of these trips will be classified as 'pass-by' meaning that parents will drop off-or pick up their children on the way to, or way back from another destination. These pass-by trips would therefore not be two-way trips however for the purposes of a robust assessment, we shall assume these are all two-way trips.
- 6.1.6 As has been demonstrated earlier within this report, the surrounding highways provide a sufficient level of on-street car parking capacity to accommodate the proposed increase in demand for spaces. Whilst the proposed development shall result in an additional 39 vehicular journeys to the site and demand for on-street parking, the existing highway network has capacity to safely accommodate an additional 200 vehicles.
- 6.1.7 In addition to the increase in pupil vehicular trips, there will be a small increase in the number of staff car trips. These will however be accommodated within the enlarged car park onsite and will not reduce the availability of off-site car parking spaces.
- 6.1.8 Onsite inspections found that in addition to the roads which currently accommodate the existing demand for on-street car parking, there are roads to the north and west of the site such as Boyce Way and Greenwood Close and a car park which provide good on and off-street parking opportunities.

- 6.1.9 These roads and car park are easily accessed from the school via a footpath between the school and promenade of shops on Holbrook Road and are approximately 150m walk from the site entrance.
- 6.1.10 It is therefore proposed that within the Long Lawford School Travel Plan, measures are taken to communicate with parents and highlight areas where additional on-street car parking can be located and highlight the potential safety and nuisance implications of congregating around the site entrances.
- 6.1.11 The roads and junctions surrounding the site are generally lightly trafficked and only experience short periods of minor delay as a result of the school AM and PM peak activities.
- 6.1.12 Following site visits on both the 30th June and again on the 21st July during the AM and PM peak periods, there was no indication that wider traffic flows were unacceptably delayed as a result of the existing movements or that the introduction of an additional 39 vehicles during the AM or PM peak periods would have a detrimental impact on the safe and efficient operation of the surrounding highway network.
- 6.1.13 It is therefore considered that this change to traffic patterns over a short period of time associated with the redevelopment should not result in highway safety or unacceptable congestion concerns.
- 6.1.14 Whilst Guidance on Transport Assessment has recently been archived, this is backed up by recent guidance contained in Paragraph 32 of the NPPF, which states that *“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”*.
- 6.1.15 The proposals are for a new two storey, six class teaching block with early years classroom extension, administration space, studio hall extension, expansion to car park and a new playground are all to be constructed at the site, with the existing buildings to be retained. The potential for residual traffic impacts associated with an increase of 154 consented pupils and approximately six full time staff member would not be significant and so the development would have no severe off-site impact, thus meeting the requirements of Paragraph 32 of the NPPF.
- 6.1.16 Any changes to traffic associated with the redevelopment should not be considered as having a detrimental impact. The modal split is acceptable in terms of sustainable travel for pupils (37% - 40%) and it is expected to further improve as the school Travel Plan will reduce the Single Occupancy Vehicle (SOV) trips over a period of time. Furthermore, the revised Travel Plan confirms that travel to the school by cycle is to be a key objective that shall be promoted within the school to reduce travel to school by car. It also confirms that additional on-site cycle parking shall be provide by September 2017.

7.0 Summary and Conclusions

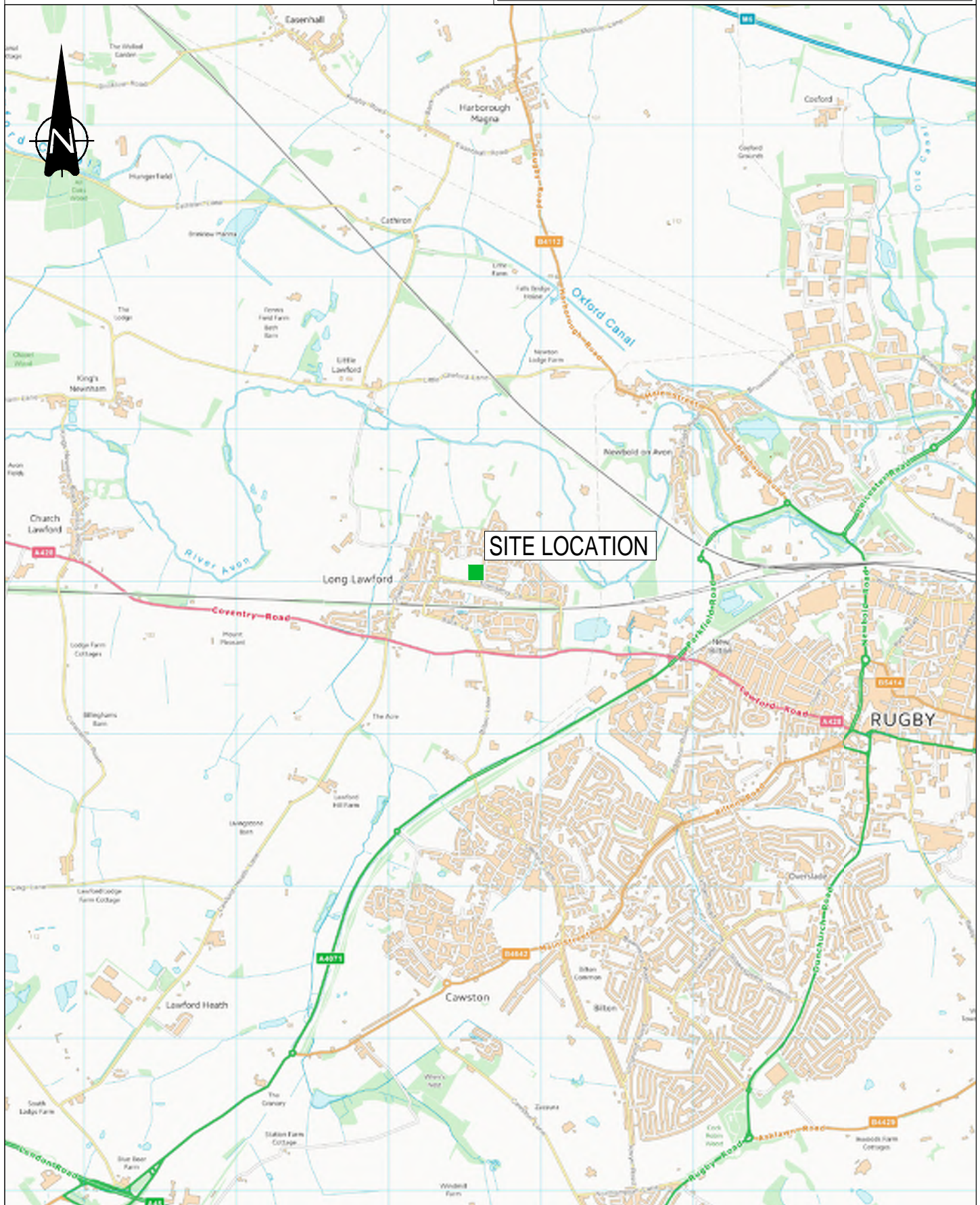
7.1 Summary

- 7.1.1 Curtins were appointed by Ashe Construction Limited to provide traffic and transportation advice to support a planning application for the extension of the Long Lawford Primary School in Long Lawford, Warwickshire.
- 7.1.2 The development proposals for the school are designed so that the existing school building is retained whilst additional classrooms are constructed within the site boundary.
- 7.1.3 The proposals are expected to result in an increase of 6 full-time and 6 part-time members of staff and 154 consented pupils. It has been demonstrated within this report that the increase should not result in a detrimental impact to the highway network and there are no ongoing highway safety issues that could potentially be exacerbated by the development proposals.
- 7.1.4 There is a latent on-street car parking capacity within the local surrounding highway network to accommodate the increase in demand for short-term on-street car parking and the additional trips generated the proposed expansion will not cause the local junctions to operate beyond their theoretical maximum capacity during peak times.
- 7.1.5 There was no observed underlying traffic congestion or delay surrounding the school beyond the drop-off and pick-up traffic generated by the school which is short term in nature and clears quickly.
- 7.1.6 The site is situated within an existing established residential area and there are a number of residential properties within acceptable walking distance of the school. The existing standard of pedestrian infrastructure is good whilst cycle routes and low-trafficked roads are accessible within a short distance from the site. It has also been demonstrated that the development area is served by the commercial bus network.
- 7.1.7 A Travel Plan was produced by Warwickshire County Council and updated in April 2016. This shall be reviewed and updated where necessary following occupation of the new development and on an annual basis thereafter. Prior to the occupation of the proposed extension, all parents will be communicated with to clarify where the appropriate on-street car parking locations can be found and that local Highway Parking Enforcement Officers from WCC will undertake regular site visits to ensure that parents do not park in contravention of local highway regulations.

7.2 Conclusions

- 7.2.1 This assessment confirms that the proposed development would not have a detrimental severe impact on the surrounding highway network in terms of capacity or highway safety. Pupils and staff also have reasonable opportunities to travel by non-car modes within the existing infrastructure and service provision. It is therefore considered that the proposed development would comply with current planning policy and best practice design guidance and proposes an acceptable development in highway terms.

Plans



Drg No:

TPLE61579 - 002

Rev:

/

Project: Long Lawford Primary School, Rugby

Drg Title: Local Site Location Plan

Drawn: SG

Checked: MP

Scale: NTS



Curtins,
Rose Wharf, East Street, Leeds, LS9 8EE
t: 0113 274 8509
e: leeds@curtins.com
www.curtins.com

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Drg No:

TPLE61579 - 003

Rev:

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Project: Long Lawford Primary School, Rugby

Drg Title: Pedestrian Catchment Plan Area

Drawn: SG

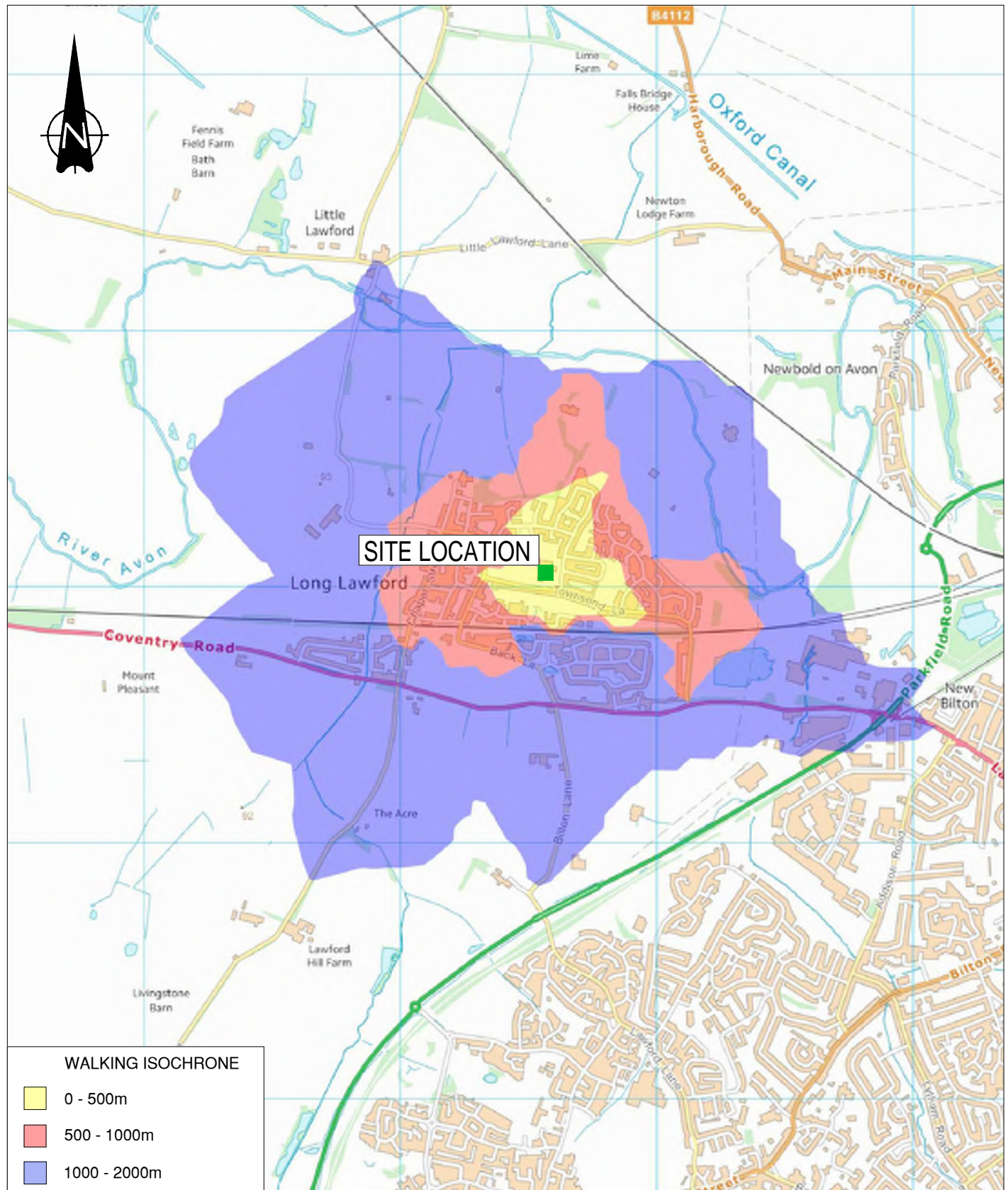
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Curtins,
Rose Wharf, East Street, Leeds, LS9 8EE
t: 0113 274 8509
e: leeds@curtins.com
www.curtins.com

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Drg No:

TPLE61579 - 004

Rev:

/

Project: Long Lawford Primary School, Rugby

Drg Title: Cycle Catchment Plan

Drawn: SG

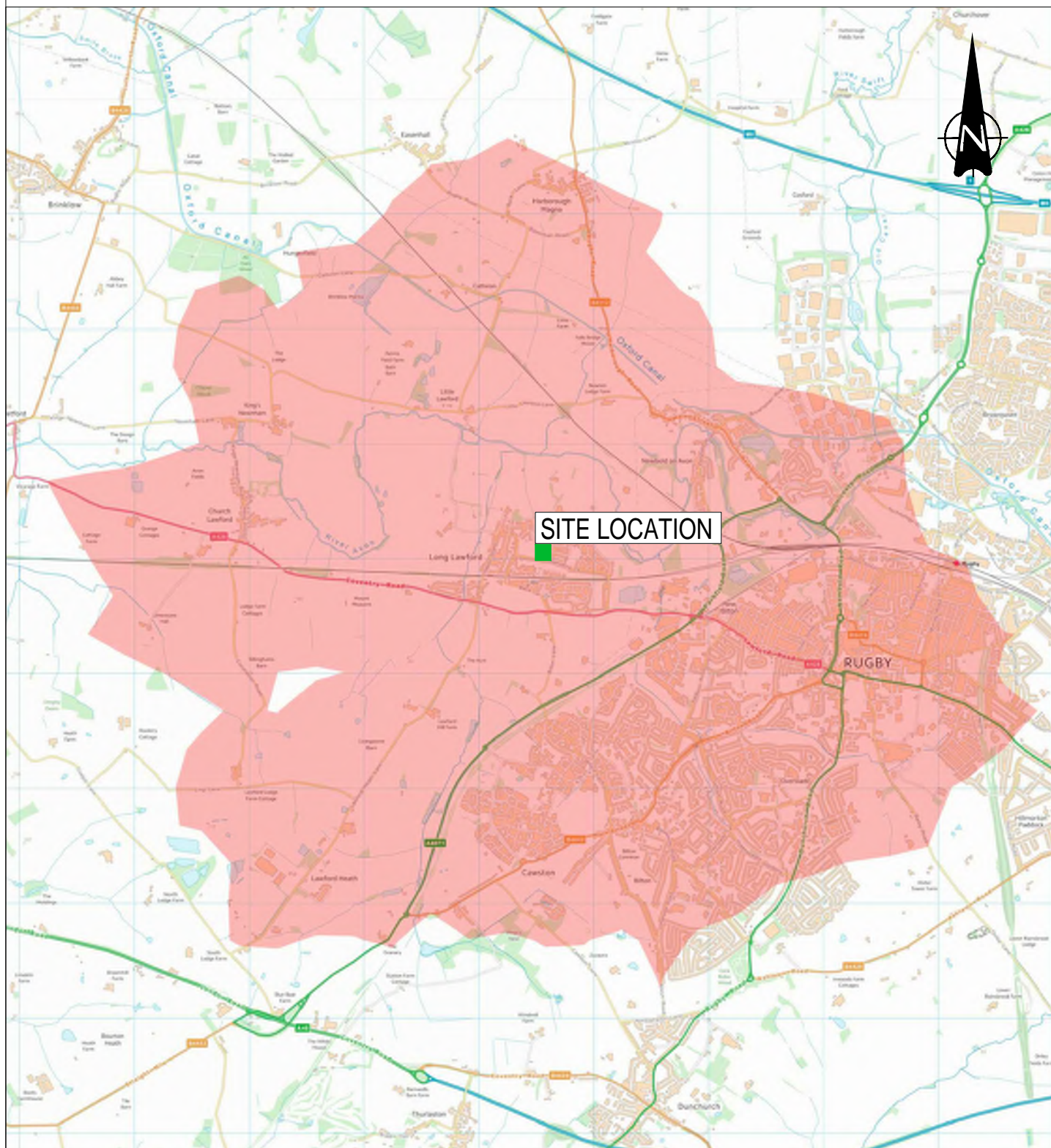
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Curtins,
Rose Wharf, East Street, Leeds, LS9 8EE
t: 0113 274 8509
e: leeds@curtins.com
www.curtins.com

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SITE LOCATION

RUGBY

Long Lawford

5km CYCLE ISOCHRON

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Drg No:

TPLE61579 - 005

Rev:

/

Project:

Long Lawford Primary School, Rugby

Drg Title:

Public Transport Accessibility Plan

Drawn:

SG

Checked:

MP

Scale:

NTS



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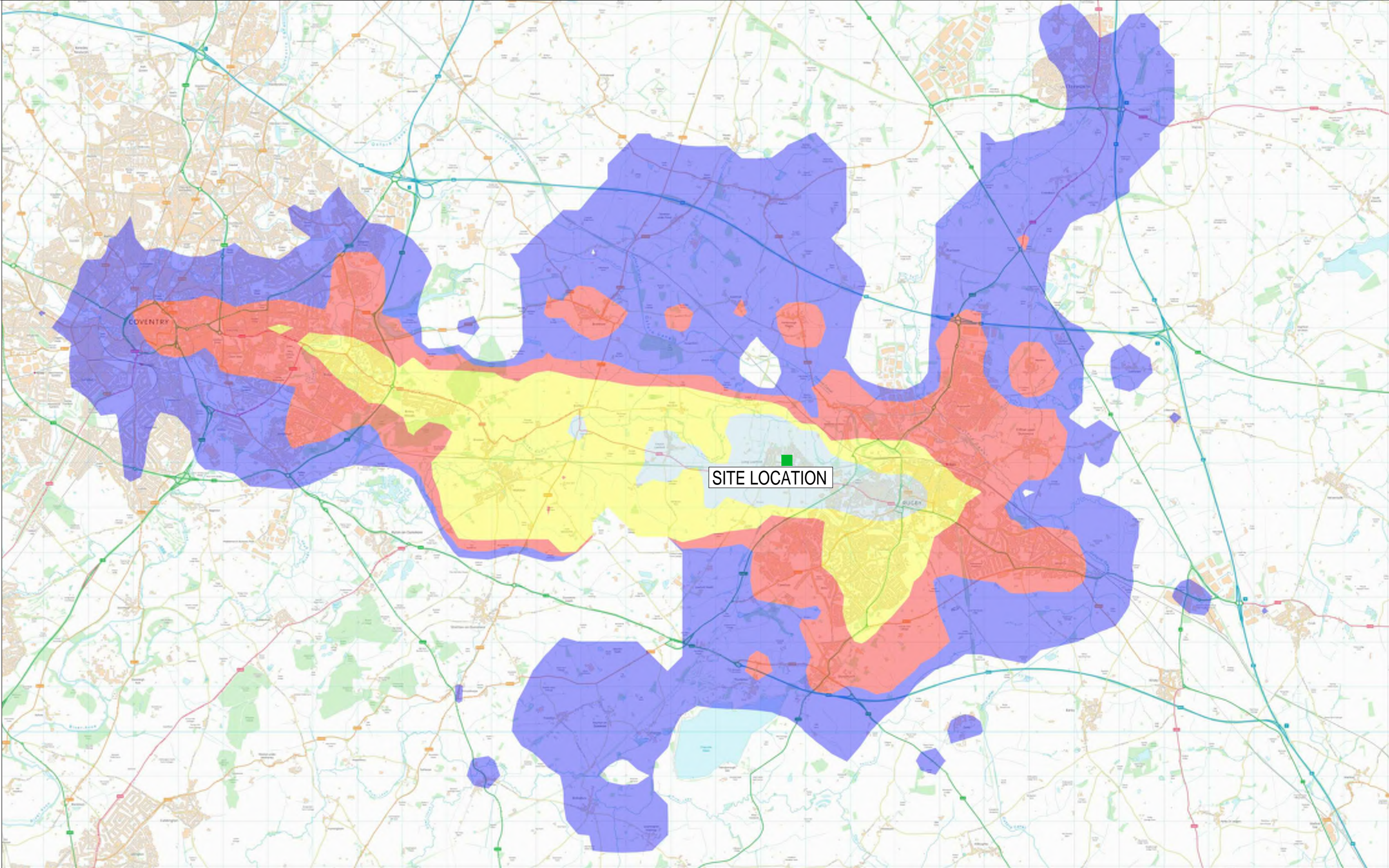
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Appendix A – Existing School Travel Plan



Long Lawford Primary School

Travel Plan



Introduction

Long Lawford Primary School Travel Plan sets out measures to reduce the number of car trips made to and from school, to promote healthier and more environmentally friendly forms of transport and to improve on the safety of the school journey.

Why have a School Travel Plan?

We decided to write this travel plan in 2010 as part of our on- going drive to get more children to walk and cycle to school. In April 2016 we substantially revised this plan.

We have always had problems with congestion at the front gates at the start and end of the day causing traffic problems as well as increasing the risk to road safety.

With the school expanding from 1 – 2 form entry (now 3 form entry) there are increasing concerns about congestion associated with the ‘school run’.

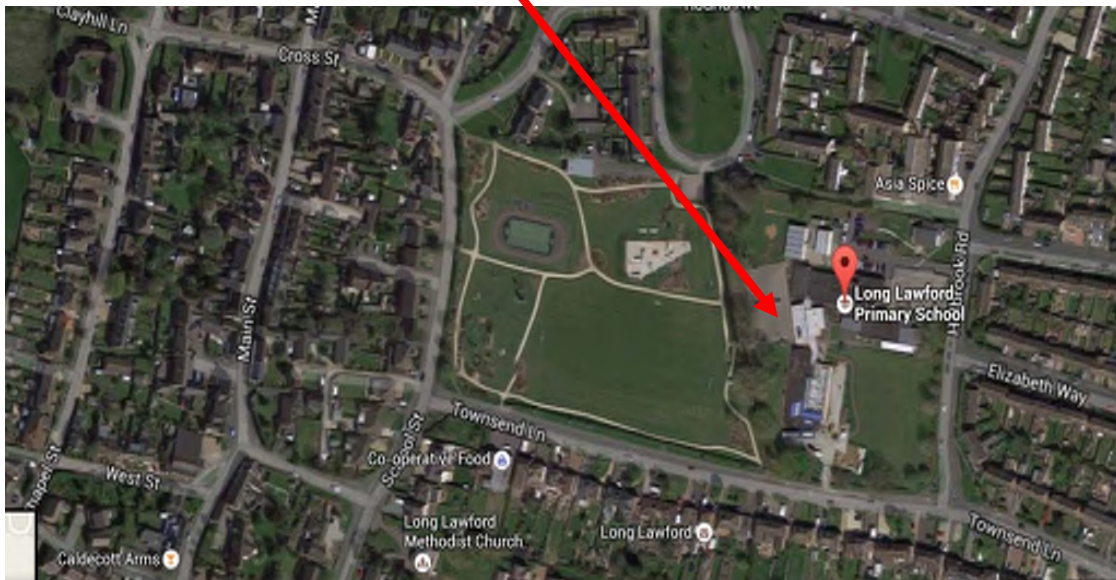
Although Road safety is not part of the National Curriculum we believe a travel plan is important. We also view a travel plan as part of our work to raise awareness about health, environment and safety and highlight transport issues and initiatives to make journeys safer and more enjoyable.

Long Lawford Primary School Travel Plan aims to:

- Reduce the number of car trips made to/from school by parents, carers, pupils and staff;
- Increase awareness amongst pupils, parents, carers and staff about health and safety benefits of more walking and other forms of sustainable travel;
- Provide a relevant focus for class work within the curriculum and increase the number of pupils benefiting from sustainable travel and road safety education;
- Reduce traffic congestion around the school;
- Highlight school travel and transport issues and problems and propose practical initiatives to make the journey feel safer and more enjoyable for everyone;
- Encourage more walking and cycling to school and improve children’s health and fitness through increased walking and cycling;
- Provide opportunities for consultation particularly with pupils and parents and carers;
- Engender a responsible attitude in all members of the school community, towards the safety of themselves and others on the school journey;
- Promote safe and considerate driving and parking for those who have to travel by car.

General description of the School

Long Lawford Primary School is currently a two form entry school situated on Holbrook Road in the village of Long Lawford just outside Rugby. (See maps below)



The main entrance is off a small, busy residential road; Holbrook Road. In addition to the main pedestrian entrance the school has one other entrance which can only be accessed by foot from the adjoining park (Memorial field). All the roads that run through the village have 30mph speed limits.

The school had its pupil admission number (PAN) increased to 90 and admitted 90 reception aged children in September 2015.

The school has undergone a period of rapid change with pupil numbers increasing and new build completed to accommodate rising numbers in July 2015. The school has been identified for further expansion to three form entry, necessitating in the number of classrooms increasing. Works are due to start in October 2016, finishing in August 2017.

The school has a car park, which is able to accommodate the cars of the majority of staff who work on site. The school has one designated area for cyclists to leave their bicycles/scooters at the front of the top playground.

Those children whose parents and carers come to school in a car, park in the surrounding streets. There are markings on the main road to indicate the school entrance.

The school has a nursery, which runs a morning and afternoon session.

The school also has a children's centre on its site. This is run separately to the school by the Barnado's charity. The staff and users of this centre park in the surrounding streets.

DCSF: 937/2405

Age range 4-11 years Numbers on roll: currently 452 (and rising)

Gates open: 8.40 a.m. – 9.00 a.m.

School Day: 8.50 a.m. – 3.00 p.m.

After School Clubs: 3.00 p.m. – 4:30 p.m.

The School currently staff consist of:

20 full time teachers

3 part time teachers

22 support staff

3 office staff

5 cleaners

7 MDS

4 catering staff

The school currently has 452 children on role of which the majority of pupils live within the locality of the school.

The school is being developed to become three form entry (PAN 90 from September 2015) with new build commencing October 2016.

School Travel Survey

In April 2016 staff, parents and carers of children at the school were invited to submit their views on travelling to and from school. 166 parents and carers returned their questionnaire, a response of 37% overall.

In the morning, how do you usually get to school?

Walk	Bus	Car share	Cycle	Car
58%	1.2%	1.8%	1.2%	37%

After school, how do you travel home?

Walk	Bus	Car share	Cycle	Car	Other
60%	1.2%	1.2%	1.2%	35%	1.2%

If you could choose how to travel to and from school, how would you like to travel?

Walk	Bus	Car share	Cycle	Car	Other
58%	4%	1.8%	20%	15%	1.2%

Please note that figures above may not add to 100% as parents and carers indicated more than one mode of travel used.

We also asked the children how they travelled to and from school each day.

How do you usually travel to and from school?

Walk	Bus	Taxi	Cycle	Car	Other
48%	0.7%	1%	2%	47%	1%

How would you like to travel to and from school?

Walk	Bus	Taxi	Cycle	Car	Other
30%	4.7%	3.5%	35%	20%	7%

Please note that figures above may not add to 100% as children sometimes indicated more than one mode of travel.

We also asked staff how they travel to and from school?

How do you travel to and from school?

Walk	Bus	Taxi	Cycle	Car	Car share
27%			4%	65%	4%

Main School Travel and Transport Issues

- At key drop off and pick up times, the entrance to the school and surrounding side streets, especially, Holbrook Road, can be dangerous for both car users and especially pedestrians, including children.
- At key drop off and pick up times, parking on Townsend Lane (adjoining Holbrook Road) can cause problems for other road users and residents.
- At key drop off and pick up times, parking on Holbrook Road and Townsend Lane in particular makes it difficult to cross the road safely.
- Cars parked on the pavement on the corner of Elizabeth Way and Holbrook Road cause a serious hazard. In addition when cars park too close together, it can be difficult to get through.
- The bridge on Back Lane is very narrow and dangerous for pedestrians as cars often mount the pavement.
- The school has a covered bike and buggy shelter situated inside the main school entrance. For users of the rear school entrance (adjacent to the Memorial field) this is too far away.

The Action Plan

Aims

The aims of our school travel plan are:

- To improve access to the school site for all parents, carers and children that ensures their safe passage, to playground/classroom area.
- Prevent accidents outside the school
- Reduce the danger to, from and around the school
- Encourage pupils and Parents and carers to leave the car at home and walk to school
- Improve pupils health and fitness through walking and cycling to school
- Improve the pupils road awareness by walking and cycling to school
- Make the area around the school and further afield safer and more enjoyable for our pupils, community and selves

Key Objectives

Objective 1: Develop School Systems to support School Travel Plan

	Action Target	Name of Lead person(s)	Target date	Monitoring & Evaluation	Comments e.g. progress, resource implications
1	To develop and update the School Travel Plan	Mr R Morrissey	April 2016	Share progress at regular intervals, with governors	
2	School Travel Plan updates in school newsletter and on website	Mr Morrissey	Weekly and ongoing	Relevant statements and information passed on to the community	

Objective 2: Increase Travel Awareness amongst children

	Action Target	Name of Lead person(s)	Target date	Monitoring & Evaluation	Comments e.g. progress, resource implications
1	Assemblies and class talks on School Travel Plan	Mr Morrissey; SLT and Class Teachers	Summer 2016	Pupils receive input from staff regarding the Travel Plan	
2	Involve School Council in School Travel Plan development	Miss Mahoney and Miss Smith with School Council	Summer 2016	School Councillors feedback to pupils and staff regarding School Travel Plan	
3	Revise and Implement road safety and cycle awareness training for both KS1 and KS2 pupils	Mr Morrissey	Autumn 2016	KS1 pupils road safety training and KS2 pupils undertake cycle training to ensure their safety when cycling on the public roads	

Objective 3: Improve the Walking and Cycling Environment to/from School

	Action Target	Name of Lead person(s)	Target date	Monitoring & Evaluation	Comments e.g. progress, resource implications
1	Provide cycle training for lower and upper KS 2 pupils.	Rob Morrissey	September 2016		
2	Provide additional cycle storage area to more accessible, secure and safe area	Rob Morrissey	September 2017 with new build		

Consultation and Stakeholders

Pupils

How Consulted	Issues discussed	Date of Consultation
Class Discussion and questionnaire	How pupils travel to school and any problems	April 2016

Parents

How Consulted	Issues discussed	Date of Consultation
Parent and Carer Questionnaire	Travel to and from school	April 2016

Staff

How Consulted	Issues discussed	Date of Consultation
Staff questionnaire	Travel to and from school	April 2016

Governors

How Consulted	Issues discussed	Date of Consultation
Governors' meeting	Travel Plan to be discussed	April 2016

The following people have been actively involved in the production of this original travel plan:

Head teacher	R Morrissey
Governor	All
Staff	All
Pupils	All
Parents	majority
Local residents	community governors

The plan was substantially revised by the head teacher with the help of parents, carers, staff and children in April 2016.

Monitoring and Review

The Travel Plan needs to be a living document which is reviewed, progress measured and successes publicised on an annual basis. This review needs to take place before the action plan has run its course to guard against inactivity.

We recognise that this plan is a start and we need to monitor and review our objectives and planned initiatives.

We will:

- Take part each year in the School Census to monitor progress with targets to reduce car use. The next census will be in: **April 2017** and **Mr Morrissey** will be responsible for doing this.
- Update the STP document annually and ensure that the lead/ working group reports on progress to Governing Body and to parents. **Mr Morrissey** will be responsible for carrying out the STP review annually.

Our first annual review will take place in April 2017

- Gain feedback following implementation of any major initiatives
- Provide parents, pupils and staff with updates on the school travel plan

The School Travel Plan Review will consider pupil travel needs arising from new developments in education and transport provision and the School Travel Plan will be revised as necessary to take account of these.

Signatures

This agreement is an expression of commitment and goodwill on the part of the stakeholders to achieve a positive outcome for the pupils and the local community.

Signed.....Mr R Morrissey
Headteacher

Date April 11th 2016

Signed..... Mrs L Haggan
Chair of Governors

Date

Signed.....
School council

Date

Signed.....
School council

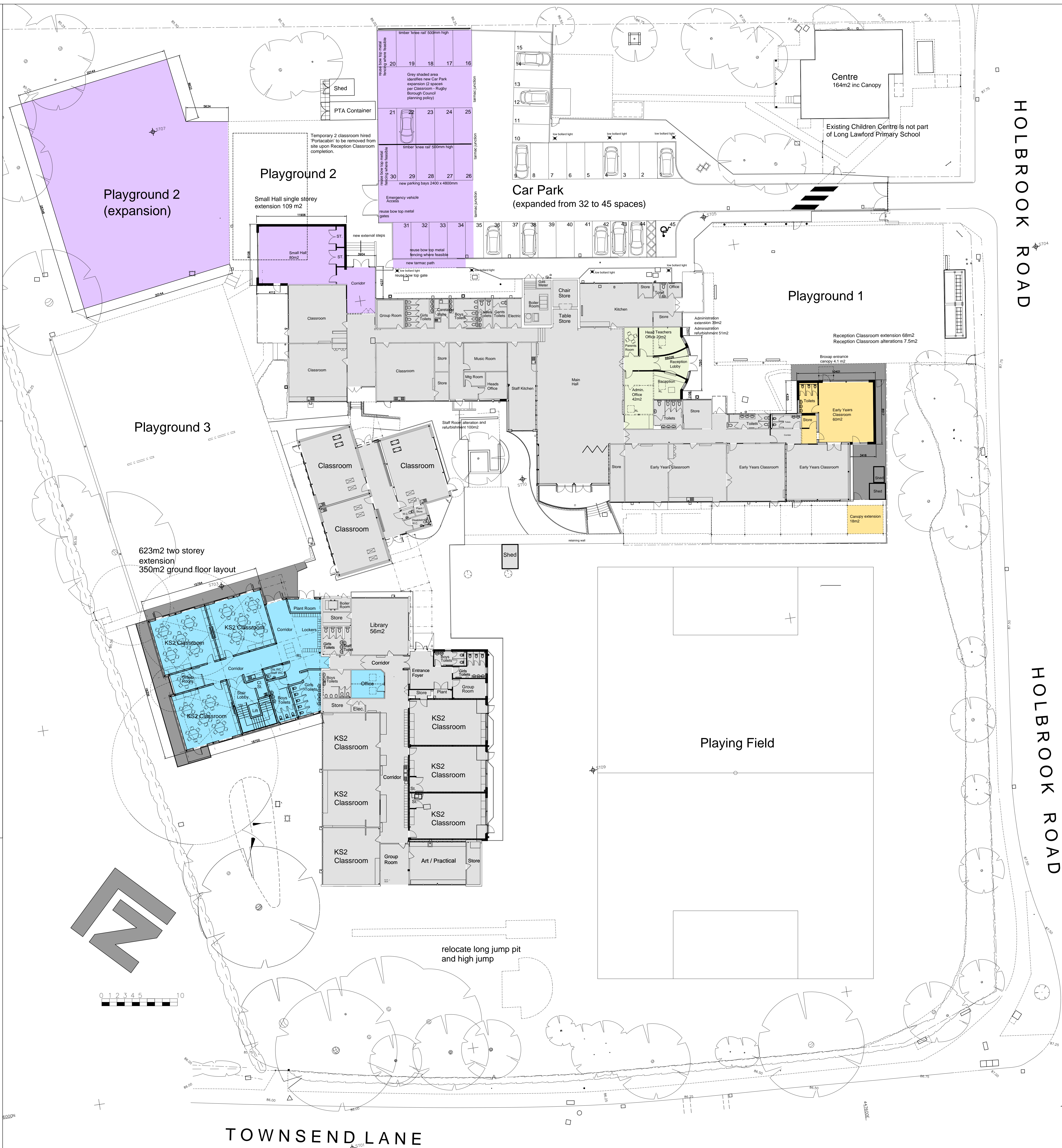
Appendix B – Proposed Site Masterplan

Legend

- Phase 1 - 2 storey 6 classroom extension
Commence - 24th October 2016
Completion - 1st September 2017
- Phase 2 - single storey Early Years Classroom extension
Commence - 24th October 2016
Completion - 7th April 2017
- Phase 3 - single storey Studio Hall extension
Commence - 7th April 2017
Completion - 1st September 2017
- Phase 4 - single storey Administration extension
Commence - 29th May 2017
Completion - 1st September 2017



Proposed first floor layout - 2 storey extension
Scale 1:200



Proposed site layout plan - Ground floor layouts
Scale 1:200

Planning

Revisions	Date
-----------	------



RESOURCES GROUP
PHYSICAL ASSETS
SHIRE HALL WARWICK CV34 4RP

PROJECT
Long Lawford Primary School
Holbrook Road
Long Lawford
Rugby
CV23 9AL

DRAWING TITLE
Schools Capital Programme
2015 / 2016

Proposed site plan layouts

	Initials	Date
Drawn by	SGB	Mar,2016
Checked by		
Scale	1:200	
Project No.	G1481	
Drawing No.	G1481/03	Revision
	

Appendix C – DfT Car Share Statistics

UK Government Department for Transport (DfT) statistics drawn from the National Travel Survey show that the median average car occupancy level for educational trips is 2.0. These kinds of trips are defined as those “*to school or college, etc. by full time students, students on day-release and part time students following vocational courses*”. In the figure provided, escort trips, those “*when the traveller has no purpose of his or her own, other than to escort or accompany another person; for example, taking a child to school*” are also included.

The DfT data provides that in 37% of educational trips by car there was a single occupant in the vehicle; it therefore follows that for the remaining 63% of car trips that the average car occupancy will be 2.0 or more. As most school pupils cannot drive to school, we have assumed that all trips to school will be a constituent part of the aforementioned 63%, so we have calculated the average value for this group to use in the traffic diagrams and models.

If total average is 2.0 but we know that for 37% of vehicles the occupancy is 1.0, then the remaining 63% will have a different average result, that we can calculate as follows: $37 \times 1.0 + 63 \times X = 100 \times 2.0$ then $X = 2.6$.

The average occupancy value for cars used by 2 or more travellers is 2.6 thus if we assume that one is the parent it is possible to say that the average number of children per car is 1.6.

Department for Transport statistics

[National Travel Survey](#)

Table NTS0906

Car / van occupancy by trip purpose: England, 2013

Purpose ¹	Average car/van occupancy	Single occupancy rate (percentage)	Unweighted sample size (all car/van driver stages '000s)
Commuting	1.2	85	26
Business	1.2	87	7
Education	2.0	37	7
Shopping	1.7	50	26
Personal business	1.4	67	11
Leisure ²	1.7	53	23
Holiday / day trip	2.0	44	5
Other including just walk	2.0	36	7
All purposes	1.6	61	113

1 Each purpose includes the appropriate escort purpose. For example, education includes escort education.

2 Visit friends at home and elsewhere, entertainment and sport.

Telephone: 020 7944 3097

Email: national.travelsurvey@dft.gsi.gov.uk

[Notes & definitions](#)

Source: National Travel Survey

Last updated: 29 July 2014

Next update: July 2015

The figures in this table are National Statistics

Note:

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

Our Locations

Birmingham
2 The Wharf
Bridge Street
Birmingham B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Leeds
Rose Wharf
78-80 East Street
Leeds LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Bristol
3/8 Redcliffe Parade West
Bristol
BS1 6SP
T. 0117 925 2825
bristol@curtins.com

Liverpool
Curtin House
Columbus Quay
Riverside Drive
Liverpool L3 4DB
T. 0151 726 2000
liverpool@curtins.com

Cardiff
3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

London
Units 5/6
40 Compton Street
London
EC1V 0BD
T. 020 73242240
london@curtins.com

Douglas
Varley House
29-31 Duke Street
Douglas Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Manchester
Merchant Exchange
17-19 Whitworth Street West
Manchester M1 5VG
T. 0161 236 2394
manchester@curtins.com

Edinburgh
35 Manor Place
Edinburgh
EH3 7EB
T. 0131 225 2175
edinburgh@curtins.com

Nottingham
56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com

Kendal
28 Lower Street
Kendal
Cumbria LA9 4DH
T. 01539 724 823
kendal@curtins.com