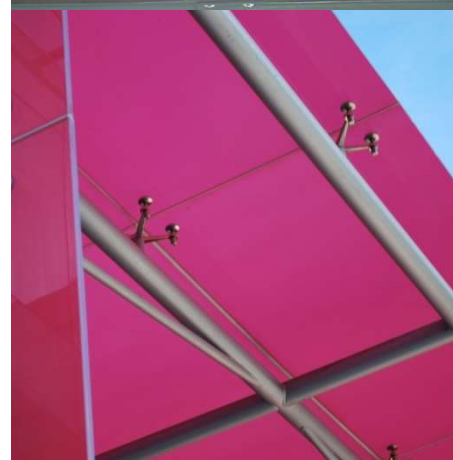
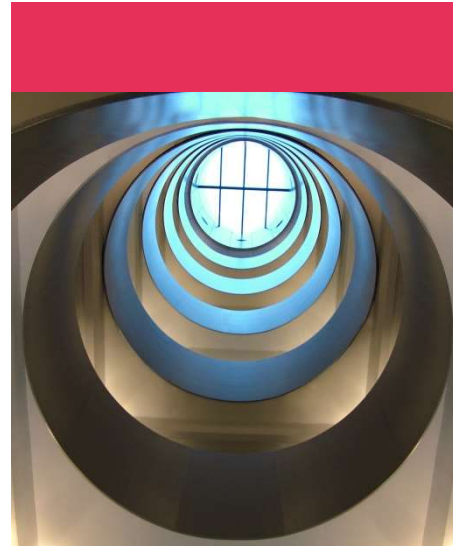


Ysgol Plas Brondyffryn, Denbigh

Interim Travel Plan

Curtins Ref: YPB-CUR-00-XX-RP-TP-002-V02
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Client Name: Denbighshire County Council



Curtins
51-55 Tithebarn Street
Liverpool
L2 2SB
Tel: 0151 726 2000

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Author	Signature	Date
Jonathan Ashcroft BSc (Hons) LLM Senior Transport Planner		02 September 2022

Reviewed	Signature	Date
Danny Jones MPlan MRTPI Associate		02 September 2022

Authorised	Signature	Date
Danny Jones MPlan MRTPI Associate		02 September 2022

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Wates on behalf of Denbighshire County Council (DCC) to provide traffic and transportation advice in relation to the proposed development of a new 3-19 Special Education Needs (SEN) School in Denbigh. The school would replace existing facilities that are currently split across three separate locations in the town.

1.1.2 Pupils and staff from each site rarely come together and these sites operate individually. The school is currently unable to meet the growing demand for places and each site has its own problems regarding condition and suitability of accommodation. The current split is as follows:

- Primary department for pupils aged 3 to 11.
- Secondary department for pupils aged 11 to 19.
- Specialist provision for pupils aged 11 to 19 with more complex needs.

1.1.3 The aim of this project is to bring all learners, including a nursery provision, into one site in a new purpose-built facility. This proposal will see a new building erected on the playing fields at Denbigh High. The development description is to be read as follows:

“Erection of a new Ysgol Plas Brondyffryn Special Educational Needs (SEN) School for ages 3-19, including formation of Multi Use Games Areas (2no.), external plant / services area, new 118 space car parking area (including 14 electric charging bays), minibus parking (4no.), cycle parking (60no.), designated drop off area, new vehicular access off Ystrad Road, community café, landscaping works and all other associated works.”

1.1.4 The SEN nature of the proposed development means the school would operate differently to the way most primary or secondary schools do. The principle differences being that pupils are often transported to/from the school via learner transport services, and there are higher proportions of teachers/staff per pupil so that more specialist education can be provided.

1.1.5 This Interim Travel Plan (ITP) has been produced by Curtins in order to minimise the impact of travel associated with the proposed new facility. It sets out a strategy for reducing dependency on the private car while facilitating and encouraging travel by healthier and more sustainable modes.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Ministry for Housing, Communities and Local Government as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

Source: National Planning Policy Framework, 2019.

1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Document Purpose

1.3.1 This ITP is intended to be read alongside the accompanying Transport Assessment (TA), **Ref: YPB-CUR-00-XX-RP-TP-001**, prepared to consider the development proposals.

1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

1.3.3 The development would also be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards, and would seek to demonstrate compliance by obtaining a number of credits. The assessment categories pertaining to traffic and transport, the relevant sections where they are provided, together with credits they obtain, are summarised in **Table 1.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<p><u>Transport Assessment and Travel Plan:</u></p> <p>1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.</p> <p>2. The site-specific travel assessment (or statement) shall cover as a minimum:</p> <ul style="list-style-type: none"> • If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities; • Predicted travel patterns and transport impact of future building or site users; 	<p>This document</p> <p>N/A (see Section 3.2)</p> <p>Section 5 of TA</p>	2

BREEAM Category	Description	Signposts	No. of Credits
	<ul style="list-style-type: none"> Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors; Reporting of the number and type of existing accessible amenities within 500m of the site; Disabled access accounting for varying levels and types of disability, including visual impairment; Calculation of the existing public transport Accessibility Index (AI); and Current facilities for cyclists. <p>3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.</p> <p>4. If the occupier is known, involve them in the development of the travel plan.</p> <p>5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.</p>	<p>Section 2 of TA</p> <p>Section 4 of TA</p> <p>Section 2.4 and 3 of TA</p> <p>Section 4 of TA</p> <p>Section 4 of TA</p> <p>This document</p> <p>Yes</p> <p>Section 8 of ITP</p>	
Tra 02	<p><u>Sustainable Transport Measures:</u></p> <p>1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.</p> <p>2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.</p> <ul style="list-style-type: none"> The existing AI calculated in Tra 01 \geq 8; 	<p>This document</p> <p>Section 4 of TA</p>	<p>Points:</p> <p>0</p>
	<ul style="list-style-type: none"> Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR 	<p>School will provide learner transport for their pupils</p>	1
	<ul style="list-style-type: none"> Provide a dedicated service, such as a bus route or service. Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities; 	<p>Not achieved</p>	0
	<ul style="list-style-type: none"> Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development; Set up a car sharing group or facility to facilitate and encourage building users to car share; AND Raise awareness of the sharing scheme with marketing and communication materials; AND 	<p>To be achieved (14 spaces)</p> <p>Section 5 of the ITP promotes car sharing. Position of priority spaces</p>	1 1

BREEAM Category	Description	Signposts	No. of Credits
	<ul style="list-style-type: none"> Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND Locate priority parking spaces nearest the development entrance used by the sharing scheme participants. During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public. 	<p>(5%) to be reviewed.</p> <p>Design Team has consulted with LA during scoping discussions to identify accessible pedestrian/cycle routes.</p> <p>Development to connect onto Active Travel Route</p>	1
	<ul style="list-style-type: none"> Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5; 	To be achieved and located close to main entrances	1
	<ul style="list-style-type: none"> The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces); 	To be achieved (shower and changing room proposed on site)	1
	<p>Existing amenities:</p> <ul style="list-style-type: none"> At least three existing accessible amenities are present; <p>Enhanced amenities:</p> <ul style="list-style-type: none"> Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR Ensure a more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. 	Section 4 of TA	1
	<ul style="list-style-type: none"> Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE. <p>3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.</p>	<p>Section 6 of ITP, pending BRE review (see para 1.2.6)</p> <p>Site AI: 0.83 Points achieved under criteria 2: 9</p>	8
Total Transport Credits Obtained			10

Table 1.1 – BREEAM Credits Targeted

1.3.4 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development and waiting areas for learner transport will also be delivered.

- **Restrictions or charging for car parking** – Spaces will be allocated for staff and visitors at the site and managed accordingly.
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site as part of proposed development and these will tie into existing off-site pedestrian/cycle routes (which are also to be enhanced).
- **Provision of suitable taxi drop-off or waiting areas** – Waiting areas for learner transport will be delivered within the site, alongside a suitable drop-off and pick-up area segregated from the main car parks.
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as the proposed development is located within the town centre.

1.3.5 A key part of the TP will be monitoring, whereby travel surveys will be distributed at the development, in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage more sustainable travel. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

1.3.6 The TP will include Welcome Packs as an initiative to encourage sustainable travel, which would be a site-specific improvement measure in line with the aims, objectives and recommendations of the Travel Plan. This measure is submitted for review by BRE.

1.3.7 This document has been written in accordance with the above statement, and the following core guidance documents:

- BRE Global, “BREEAM UK New Construction. Non-domestic Buildings (All UK)”, (2018);
- Department for Transport, “The Essential Guide to Travel Planning”, (2008);
- An Active Travel Action Plan for Wales (2021);
- Denbighshire Local Development Plan 2006 – 2021 (2013);
- Department for Transport, “Good Practice Guidelines: Delivering Travel Plans through the Planning Process”, (2009); and,
- Department for Transport, “Making Travel Plans Work”, (2002).

1.4 Document Structure

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.4 **Section 5** outlines various initiatives that will be considered to encourage a modal shift from single occupancy car travel and towards sustainable modes of travel for future staff and parents.
- 1.4.5 **Section 6** provides example Travel Plan Targets, outlining the need to present SMART targets following the completion of the base Travel Surveys.
- 1.4.6 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses.
- 1.4.7 **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a Travel Plan can be categorised under the following main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful travel planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda.

2.2.2 The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from

Source: *Net Zero: The UK's contribution to stopping global warming*, Committee on Climate Change, 2019.

2.2.3 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: *Health Survey for England*, DoH, 2016.

2.3.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.3.3 Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

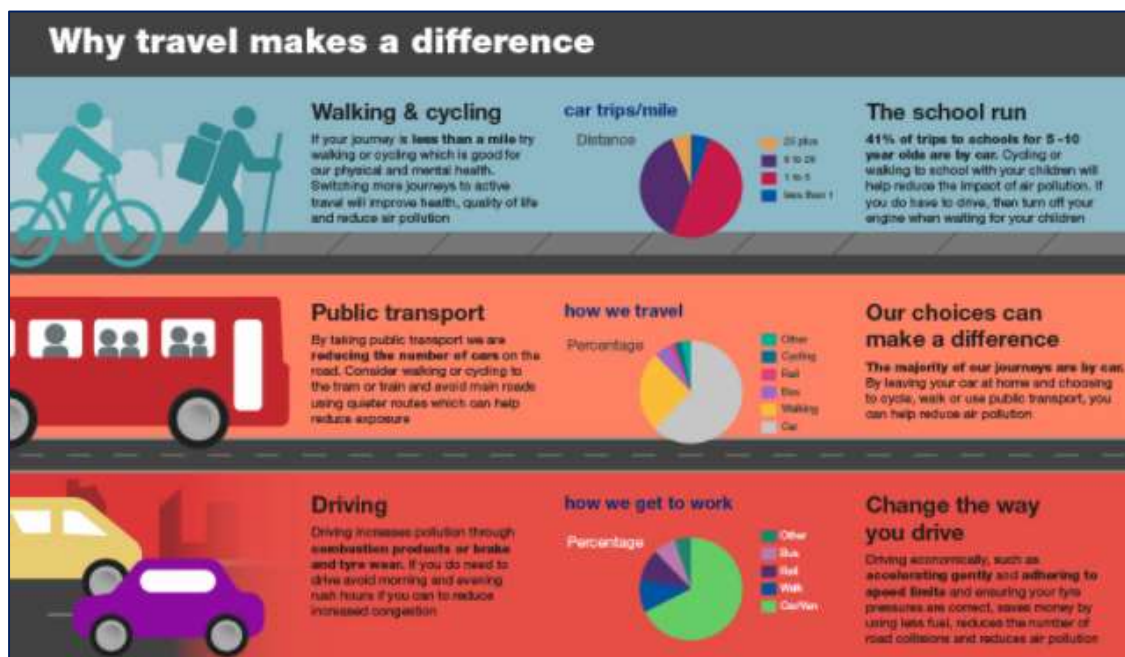


Figure 2.1 – The Impact of Travel Behaviour on Public Health

2.4 Financial Benefits

2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

2.4.2 Individuals can also benefit financially from travelling to and from a site with a Travel Plan in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, Travel Plan measures can remove an individual’s need for a car (or their household’s need for a second car), removing the capital and on-going cost of car ownership.

2.4.3 An effective Travel Plan can help encourage people to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.6 Mutual Benefits

2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on the future of travel at the proposed development. They must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.7 Travel Plan Aims & Objectives

2.7.1 Considering the above benefits and the end users, this Travel Plan aims to minimise the number of car trips generated by the development and encourage the use of sustainable modes of transport. The Travel Plan also aims to achieve the following benefits:

- A healthier and happier population;
- A reduction in financial wastage; and
- Increased accessibility to the site.

2.7.2 The aims of this Travel Plan will be supported with the following objectives:

- **Objective TP1** – To increase the level of walking to and from the site;
- **Objective TP2** – To increase the level of cycling to and from the site;
- **Objective TP3** – To increase the level of public transport use to and from the site;
- **Objective TP4** – To reduce reliance on single occupancy car travel; and
- **Objective TP5** – To raise awareness of the Travel Plan and the travel options available.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The proposed development site is located off Ystrad Road in Denbigh, to the south-east of the town centre. The application site is bounded by Denbigh Leisure Centre to the north, Ystrad Road to the east, residential properties fronting onto Clwyd Road to the west and agricultural land to the south. **Figure 3.1** shows the proposed site location alongside the existing school sites.



Figure 3.1 – Site Location (Google Earth)

3.2 Existing Use

- 3.2.1 The application site currently comprises playing fields utilised by Denbigh High. The site is flanked by an existing 'Active Travel Route' that runs between Denbigh Town FC in the west to Ystrad Road in the east.
- 3.2.2 Currently there is no direct vehicular access into the site itself. Vehicular access to the leisure centre car park and drop-off areas to the north of the site are currently provided via a series of priority junction arrangements from Ystrad Road.

3.3 Surrounding Highway Network

Ystrad Road

- 3.3.1 The proposed development would be accessed via Ystrad Road which is a single carriageway road that runs along a general north-south alignment along the eastern border of the site. The road currently serves Denbigh Leisure Centre, a small number of residential properties and some agricultural uses.
- 3.3.2 Ystrad Road commences to the north of the site at a priority junction with the A543 Ruthin Road, from here the road continues for approximately 2km to the south. Past the development site Ystrad Road is typically 6m wide with footway provided on the eastern side of the carriageway. Ystrad Road is subject to a 30mph speed limit and is lit by streetlighting.

A543 (Ruthin Road)

- 3.3.3 From the priority junction with Ystrad Road the A543 Ruthin Road travels east towards the A525 and west towards Denbigh town centre. For this section of the A543 the road operates as a single carriageway with a running lane in each direction and a typical width of 7m.
- 3.3.4 The road is subject to a 30mph speed limit with street lighting and footways provided along both sides of the carriageway (with the northern footway typically separated by grass verge). The road benefits from good pedestrian infrastructure generally and includes wide footways, dropped kerbs, tactile paving, signalised crossings points and pedestrian guardrails. The closest signalised pedestrian crossing point is located 40m west of the priority junction with Ystrad Road.
- 3.3.5 The closest pair of bus stops to the proposed development are also located along the A543, approximately 325m north-west of the site. Both bus stops benefit from raised kerbs and the westbound stop includes a shelter, seating and timetable information. Services available from these bus stops are discussed in greater detail within **Section 4** of this ITP.

3.4 Access for Mobility and Visually Impaired Users

- 3.4.1 The site benefits from its location in close proximity to Denbigh town centre location and there are a number of existing features which ensure safe, convenient and aided access for those site users who are disabled and/or visually impaired.
- 3.4.2 There is a good standard of footway surrounding the site as described above. Dropped kerbs and tactile paving are present at most of the key crossing points in the vicinity of the site, including at the adjacent signalised pedestrian crossing points along the A543 Ruthin Road.

3.4.3 Additionally, the adjacent bus stops have suitable infrastructure for those who are disabled or visually impaired such as raised kerbs. The proposed disabled parking bays on site are located close to the pedestrian entrances to minimise travel distance. The site access junction will be pedestrian and cycle priority (at grade) to further assist visually impaired and disabled users.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and,
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 Due to the surrounding town centre uses in Denbigh, the site benefits from good pedestrian infrastructure generally. This includes footways and formal crossing facilities such as dropped kerbs, tactile paving, signalised crossings, zebra crossings and pedestrian refuge islands.

4.2.3 Reference should be made to **Drawing YPB-CUR-00-XX-DR-TP-06001-P01** to the rear of this report which details 500m, 1000m and 2,000m walking catchments from the site.

4.2.4 Within a catchment of 500m there are several complimentary land uses such as Denbigh Leisure Centre, Denbigh High School, Denbigh Tennis Club and Denbigh Cricket Club. In addition to these education and leisure facilities some of the residential properties within the eastern extents of Denbigh town centre are accessible with a 500m walk of the site.

4.2.5 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.1** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Denbigh Leisure Centre	Community Facility	180m
2	Denbigh High School	Childcare Facility or School	350m
3	Post Box (A543 Ruthin Road)	Publicly Available Postal Facility	350m
4	Denbigh Tennis Club	Community Facility	425m
5	Plas Pigtot Club	Community Facility	500m

Table 4.1 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.6 At a further 1000m catchment there are additional residential areas in this catchment to the north, west and east of the site, providing further amenities such as Lidl and Aldi Foodstores, McColl's Newsagent, GP Practice, Pharmacy and several takeaways/restaurants.
- 4.2.7 Denbigh town centre is accessible within the final 2km catchment, providing a number of amenities such as: Co-Op, Library, Boots, several banks, a dentist, Specsavers and many other typical high street shops. In addition to these local amenities, the 2km catchment covers many of the residential areas in and around Denbigh.
- 4.2.8 It is therefore considered that the site is located in an accessible location for pedestrians, with good proximity to local amenities. The site is located adjacent to several complimentary educational, leisure and residential uses and therefore it is anticipated there will be good opportunities for pedestrian trips to and from the site.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, 5.5km and 8km cycle catchments have been considered for the site. The entirety of Denbigh is accessible within the shorter 5.5km cycle catchment. The wider 8km catchment equates to a journey time of around 40 minutes, cycling at a speed of 12kph. This catchment extends as far as Llannerch Hall in the north, Llangwyfan to the east, Saron in the south and Groes to the west.
- 4.3.2 Reference should be made to **Drawing YPB-CUR-00-XX-DR-TP-06002-P01** to the rear of this report which details 5.5km and 8km cycle catchments from the site.

4.3.3 As discussed above the site is located immediately adjacent to an existing 'Active Travel' route, this is shown in **Figures 4.1 – 4.2** below:

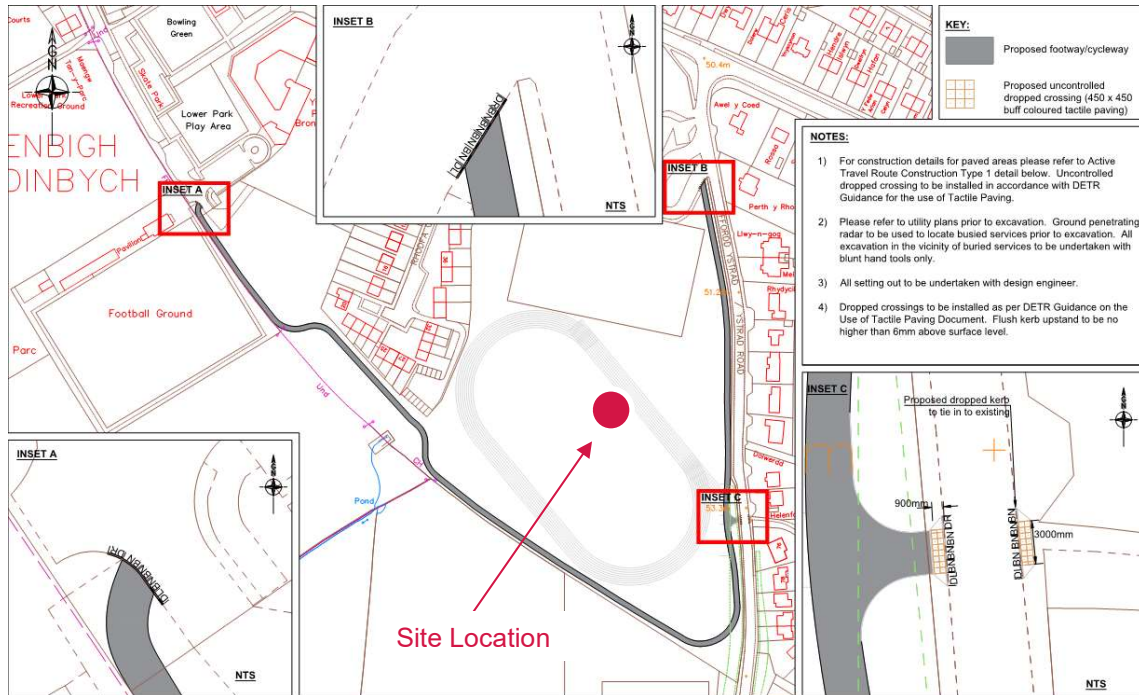


Figure 4.1 – Existing Active Travel Route



Figure 4.2 – Existing Active Travel Route (Site Photographs)

- 4.3.4 As demonstrated in **Figures 4.1** and **4.2**, the site is very well placed to benefit from the existing Active Travel route, which provides a useful traffic free connection towards Park Street.
- 4.3.5 In summary, it is considered that cycling represents a realistic mode of travel for some future site users.

4.4 Accessibility by Public Transport

4.4.1 The nearest bus stops to the site are located as pair approximately 325m away on the A543 Ruthin Road. Both bus stops benefit from raised kerbs and the westbound stop benefits from a shelter, seating and timetable information. **Table 4.2** details the service that calls at these stops, and its associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
14D	Mold - Denbigh	AM Service Only	No Service	No Service
71	Corwen - Denbigh	AM Service Only	No Service	No Service
76	Lenten Pool - Llangwyfan Sanitorium	Evening Service Only	Evening Service Only	Evening Service Only
76H	Rhyl - Llangwyfan	No Service	No Service	3 Services
X51	Denbigh to Wrexham	60 mins	60 mins	No Service

Table 4.2 – Summary of Bus Service Frequencies from the A543 Ruthin Road

- 4.4.2 It is considered that given the frequency of the X51 bus service on the A543 Ruthin Road, supported by several morning and evening services, the site is accessible by bus.
- 4.4.3 In addition to the public transport services the school provides learner transport for their pupils. These vehicles will utilise the proposed drop-off area described in with **Section 3** of this report.

4.5 BREEAM Public Transport Accessibility Index (AI)

4.5.1 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

4.5.2 Based on Tra 01 standards, a compliant transport node is defined as any bus service with a stop within 650m and any railway station within 1,000m of the assessed building’s main entrance, measured via a safe pedestrian route (not ‘as the crow flies’). The bus stop (‘node’) located within this distance and their respective service frequencies per hour are as follows in **Table 4.3**. For the purposes of this assessment, multiple services (i.e. services that operate from more than one node within proximity of the site, or the same bus/rail serving two separate stops/stations) have been considered only once at the node in closest proximity to the site.

Service and Frequencies per Hour		Node and Distance to Node (m)
		A543 Ruthin Road (325m)
Bus	X51	1
Accessibility Index (AI)		<u>0.83</u>

Table 4.3 – BREEAM Public Transport Accessibility Index (AI) Calculator

4.5.3 It can be observed that the site has an AI of 0.83.

4.6 Summary

4.6.1 In summary, the site is located such as to benefit from existing walking, cycling and public transport opportunities. The site is located in close proximity to a variety of key services and facilities as well as a number of pre-existing residential areas. The site is therefore considered to be accessible from sustainable modes of travel in line with national and local transport planning policy.

5.0 Educational Travel Plan Initiatives

5.1 Introduction

5.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of potential measures and initiatives have been developed to encourage sustainable travel at the site. It is acknowledged that given the proposed SEN use not all measures will be suitable and therefore the school will be best placed to determine which initiatives to consider further as the TP progresses.

5.1.2 This section of the ITP sets out the initiatives that could be implemented in the full Travel Plan in order to reduce future site users' dependency on the private car and encourage sustainable modes of travel in line with the objectives set out in **Section 2** of this document. The initiatives are designed primarily for staff and parents.

5.1.3 The Travel Plan initiatives have been organised into the following headings and discussed in the subsequent paragraphs:

- Encouraging cycling;
- Encouraging public transport use;
- Encouraging car sharing;
- Encouraging walking; and
- Encouraging sustainable travel in general.

5.2 Encouraging Cycling

5.2.1 **Table 5.1** summarises the proposed cycling initiatives designed to encourage cycling:

Initiative	Description
Cycle2Work	Allow staff to purchase cycles with a tax reduction through the 'Cycle2Work' government initiative.
Showers and Changing	On-site shower and changing facilities for staff who cycle to work.
Cycle Discounts	Negotiate with local retailers to provide discounts for employees.
Bike User Group (BUG)	Establish a group focused on issues related to cycling.
Cycle Buddy Scheme	Initiate a buddy scheme where cyclists can meet up and arrange to cycle to and from school together.
Reflective Clothing	Provide free high visibility clothing to those wishing to cycle.
Puncture Repair Kit	Provide a free on-site puncture repair kit for staff.

Table 5.1 – Initiatives to Encourage Cycling

Cycle2Work

- 5.2.2 Should the school not already be registered on the Cycle2Work Scheme introducing the government initiative would help reduce the financial burden of staff purchasing bicycles by reducing the amount of tax consumers pay on bicycles. This would encourage more to cycle to the site.
- 5.2.3 The school could be registered by going to www.cyclescheme.co.uk/register-employer. Halfords' website claims that employees can make savings of up to 42% on a brand new bike and safety accessories for cycling to work when they participate in the scheme.

Showers and Changing

- 5.2.4 Provision of on-site shower and changing facilities should be explored, and promoted to staff who cycle to work. Where possible, lockers could also be provided.

Cycle Discounts

- 5.2.5 In order to further lessen the financial burden of purchasing a bicycle, a discount from local retailers could be negotiated to provide staff with a cheaper bike. This would encourage more people to commute via bicycle.

Bike User Group (BUG)

- 5.2.6 A Bike User Group (BUG) is a group often set up in places of employment to raise and discuss cycling issues. A group should be initiated so that the interests of cyclists at the school are considered. This could be managed and guided by a dedicated member of staff. BUG meetings should be set up on a quarterly basis to discuss issues, and eventually implement any ideas as future TP initiatives.

Cycle Buddy Scheme

- 5.2.7 A cycle buddy scheme should be open to all site users. They could put their names forward for the scheme, and they would be matched against others with a similar journey. This could be arranged during the BUG meetings, encouraging greater involvement.

Reflective Clothing

- 5.2.8 High visibility clothing should be provided free of charge to those who state their wish to cycle to site. This will encourage those who have safety concerns to use a sustainable mode of transport to commute, and will help reduce the chance of cyclists being involved in an accident.

Puncture Repair Kit

5.2.9 It is recommended that a puncture repair kit should be made available on site so that staff could fix their bike if they have any maintenance issues. This is a low-cost measure which can increase the reliability, and therefore the perceived viability, of commuting by bicycle.

5.3 Encouraging Public Transport Use

5.3.1 **Table 5.2** summarises the proposed public transport use initiatives:

Initiative	Description
Reduced Fares	Liaise with local service providers to explore the possibility of discounted public transport fares, and promote Travel Passes.
Season Ticket Loans	Arrange for season ticket loans to be made available for staff where a monthly deduction is made from their pay packet.
Traveline Journey Planning Services	Promote the usage of the journey planning service, providing employees with contact details and web addresses.
Service Details	Provide the details of train and bus services included in the site audit section of this TP to all employees.

Table 5.2 – Initiatives to Encourage Public Transport Use

Reduced Fares

5.3.2 Public transport discounts can potentially be agreed with local service providers to encourage a greater number of journeys by public transport.

Season Ticket Loans

5.3.3 In many instances public transport is cheaper when using a season ticket; however there is often a financial strain on the customer as they have to provide a relatively large up-front fee.

5.3.4 The school could arrange for annual tickets to be made available for staff where a monthly deduction is made from their pay packet. This would lessen the burden and encourage more to travel to work using public transport.

Traveline Journey Planning Services

5.3.5 In order to help staff and parents plan their journey, the details of the Traveline Journey Planning tool for Wales should be distributed and displayed across the school. People would need to visit the following link and select the ‘Plan your Journey’ tab:

[https://www.traveline.cymru/.](https://www.traveline.cymru/)”

5.3.6 Alternatively site users can contact Traveline by phoning 0871 200 2233, although this can incur a cost.

Service Details

5.3.7 Public transport service details should be made available throughout the school building. These would be located on notice boards, and in communal areas. The initiative should make people more aware of the services available to them, and encourage public transport usage.

5.4 Encouraging Car Sharing

5.4.1 An increase in car sharing could help reduce the impact of the development on the environment, and help site users save money. **Table 5.3** below summarises the proposed car share initiatives:

Initiative	Description
Promote Car Sharing Database	Promote liftshare.com – a car sharing database which matches people across Wales.
Free Emergency Ride Home (staff only)	Provide a guaranteed free ride home in an emergency to car sharers who are let down by their sharing partner.

Table 5.3 – Initiatives to Encourage Car Sharing

Promote Car Sharing Database

5.4.2 Promoting an existing database is a low cost way of encouraging and raising the profile of car sharing. In order to co-ordinate car sharing, an electronic database can be used which matches up travellers planning the same journey.

5.4.3 The website liftshare.com provides car sharing information for those travelling similar journeys and matches these people. It is a free, secure, and easy to use service which can help reduce travel costs for visitors and employees. Uptake would also help reduce the development's impact on the environment.

5.4.4 It is proposed that the website is contained within the Travel Plan Induction Packs and promoted internally.

Free Emergency Ride Home (staff only)

5.4.5 In order to improve confidence in joining a car share arrangement, a lift home could be made available free of charge to employees who regularly car share in the event of an emergency.

5.4.6 This initiative will help improve confidence in joining a car share agreement. Further guidance on providing a free emergency lift home is provided by Liftshare.

5.5 Encouraging Walking

5.5.1 **Table 5.4** below summarises the proposed additional initiatives designed to encourage walking:

Initiative	Description
Security Provision	Provide personal safety alarms to enhance safety.
Walking Buddy Scheme	Implement a buddy scheme where walkers can meet up and arrange to walk to and from work together.

Table 5.4 – Initiatives to Encourage Walking

Security Provision

5.5.2 Low levels, or perceived low levels, of security can be a major influence on the attractiveness of walking in an area. Providing the option of personal alarms to parents or members of staff who express concerns or indicate that they will walk to the new site will help reduce any uncomfortable feelings and encourage more walking. An increased security presence at the site could also have a similar effect.

Walking Buddy Scheme

5.5.3 A walking buddy scheme should be open to all parents and staff. They could put their names forward for the scheme, and would be matched against others with a similar journey. Otherwise, this could simply be encouraged on an informal basis.

5.6 Encouraging Sustainable Travel in General

5.6.1 The following subsection discusses initiatives that are not aimed at encouraging any one specific mode of travel, but are instead generic measures to encourage any form of sustainable travel. The proposed initiatives are summarised in **Table 5.5**:

Initiative	Description
Sustainable Transport Week	A week aimed at promoting cycling, walking, and public transport.
Transport Newsletter	Newsletter detailing all the relevant transport information to staff and parents.
Introductory Pack	A pack of transport-related information distributed to all new parents and employees.

Table 5.5 – Initiatives to Encourage Sustainable Travel in General

Sustainable Transport Week

5.6.2 In order to raise awareness of sustainable modes of travel, it is suggested that the school organises a 'Sustainable Transport Week' aimed at promoting cycling, walking, and public transport. This could contain the following information on staff notice boards for each of the following transport modes:

Cycling

- Posters advertising the week;
- Posters detailing the health and economic benefits associated with cycling in comparison to private car use; and
- Posters detailing the threats of climate change, and transports contribution towards climate change.

Public Transport

- Posters advertising the local services discussed in the site audit section;
- Posters detailing the health and economic benefits associated with public transport in comparison to private car use; and
- Posters detailing the threats of climate change, and transports contribution towards climate change.

Walking

- Posters advertising the week;
- Posters detailing the health and economic benefits associated with walking in comparison to private car use; and
- Posters detailing the threats of climate change, and transports contribution towards climate change.

5.6.3 It is beneficial to encourage more cyclists and pedestrians to travel to and from the site, but not at the cost of increased accidents. As part of the Sustainable Transport Week, a cycle/pedestrian safety training session could be held.

5.6.4 In order to obtain maximum participants, the Sustainable Transport Week should be held at an appropriate time in the spring/summer when there is an increased probability of good weather.

Transport Newsletter

5.6.5 In order to maintain engagement with the TP process, a newsletter or e-newsletter could be brought out every term. The newsletter could include, but not necessarily be limited to;

- Infrastructure improvements – both recently completed and future;

- TP monitoring updates;
- BUG and Buddy Scheme event dates;
- Any relevant bus information; and
- Stories of colleagues who travel sustainably to the school published to inspire others.

5.6.6 The newsletter could be run as an educational student project, and be written by a group of pupils supervised and guided by a member of staff.

Introductory Pack

5.6.7 A key initiative of the TP would be the distribution of an Introductory Pack. All new parents and employees should receive an introductory pack on arrival, as such packs can be critical in influencing travel patterns. The contents of the packs could include, but not be limited to:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking / cycling routes and places of interest;
- Details of public and school transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

6.0 Targets

6.1 Introduction

6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out some example targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Initial Modal Split Targets

6.2.1 It is proposed that once the new building has been completed and occupied at a travel survey is undertaken amongst staff and parents.

6.2.2 However, it is possible to provide an indication of potential targets, and an example is provided in **Table 6.1** below:

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	-2%	-4%	-4%	-10%
Car Share		+1%	+1%	+1%	+3%
Public Transport		+1%	+1%	+1%	+3%
Cycle		-	+1%	+1%	+2%
Foot		-	+1%	+1%	+2%

Table 6.1 – Example of Potential Targets

6.2.3 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.

6.2.4 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. Surveys will be commissioned within three months of occupying the new building.

6.3 Travel Plan Performance Indicators

6.3.1 In addition to the modal split targets, the following Travel Plan performance indicators could be considered:

- Uptake of alternative modes – targets could be set for bus patronage, membership and use of car clubs, registration and participation in car share schemes, and cycle/pedestrian counts;
- Car ownership and mode of travel – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode targets; and
- Travel Plan awareness targets – a target could be set in relation to employee’s appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

6.4 SMART Targets

6.4.1 The above example modal split targets and potential Travel Plan performance indicators are considered to be suitable interim measure before travel surveys are undertaken three months after occupation of the new building.

6.4.2 At this point official targets will be set through consultation with DCC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the ITP. It also sets out the next steps with regards to converting this ITP into a full TP.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the ITP will lie with the school. Following construction and full occupation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

7.2.2 The travel surveys will be distributed to parents and staff, and will be influenced by national travel planning guidance, and approved by DCC. These will extract key travel characteristics such as:

- Post code;
- Purpose of trip;
- Mode of travel;
- Reason for mode of travel; and
- Barriers to other mode choices.

7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.

7.3 Travel Plan Coordinator (TPC)

7.3.1 When the full Travel Plan is produced, the day to day responsibility will shift to the appropriately appointed TPC. The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures/initiatives in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and
- Taking a key role in reviewing the TP.

7.3.2 A TPC will be nominated for the school in due course, with contact details to be provided separately to DCC.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets.

7.4.2 Annual monitoring reports will be provided to officers at DCC following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before occupation of the new building	The school
Produce Welcome Packs	First occupation of the new building	TPC
Undertake Initial Travel Surveys	Within three months of occupying of the new building	TPC
Decide Modal Split Targets	Within one month of undertaking the initial surveys	TPC in conjunction with DCC
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with DCC	TPC
Present Annual Monitoring Report	Annually for at least three years following the agreement of targets with DCC	TPC

Table 8.1 – Action Plan



Plans



Office 51-55 Tithebarn Street Liverpool L2 2SB
 Telephone 0151 726 2000
 Email Liverpool@curtins.com
 Web https://www.curtins.com/

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Project: YSGOL PLAS BRONDYFRRYN

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
 INDICATIVE WALKING CATCHMENT

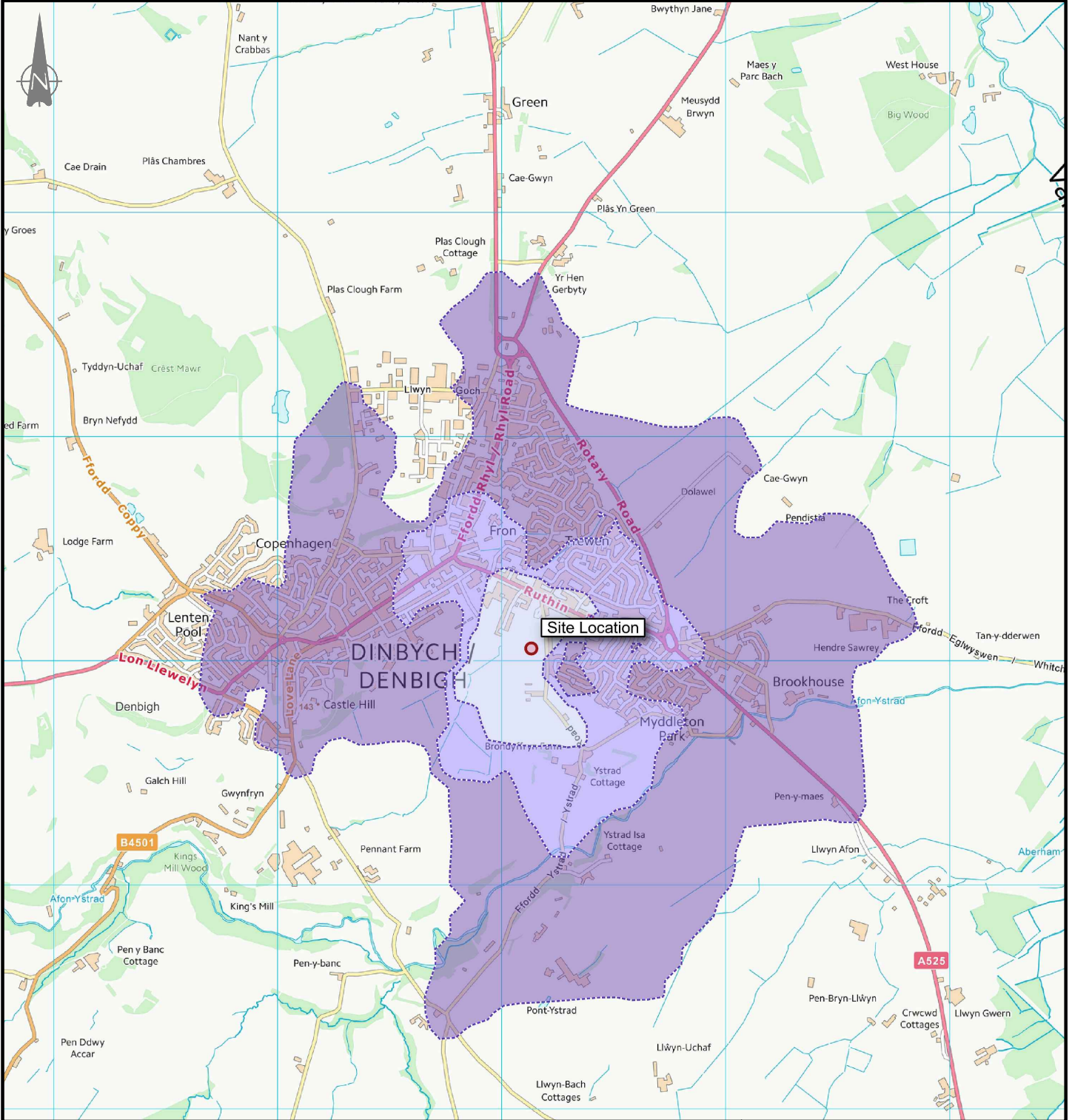
Drawn By: HD Checked By: DJ

Designed By: HD Date: 18/05/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

079942- CUR - 00 - XX - DR -TP - 06001 - P01



KEY: Site
 Walking Catchment
 2000m
 1000m
 500m

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 Email Liverpool@curtins.com
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Project: YSGOL PLAS BRONDYFRRYN

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
 INDICATIVE CYCLE CATCHMENT

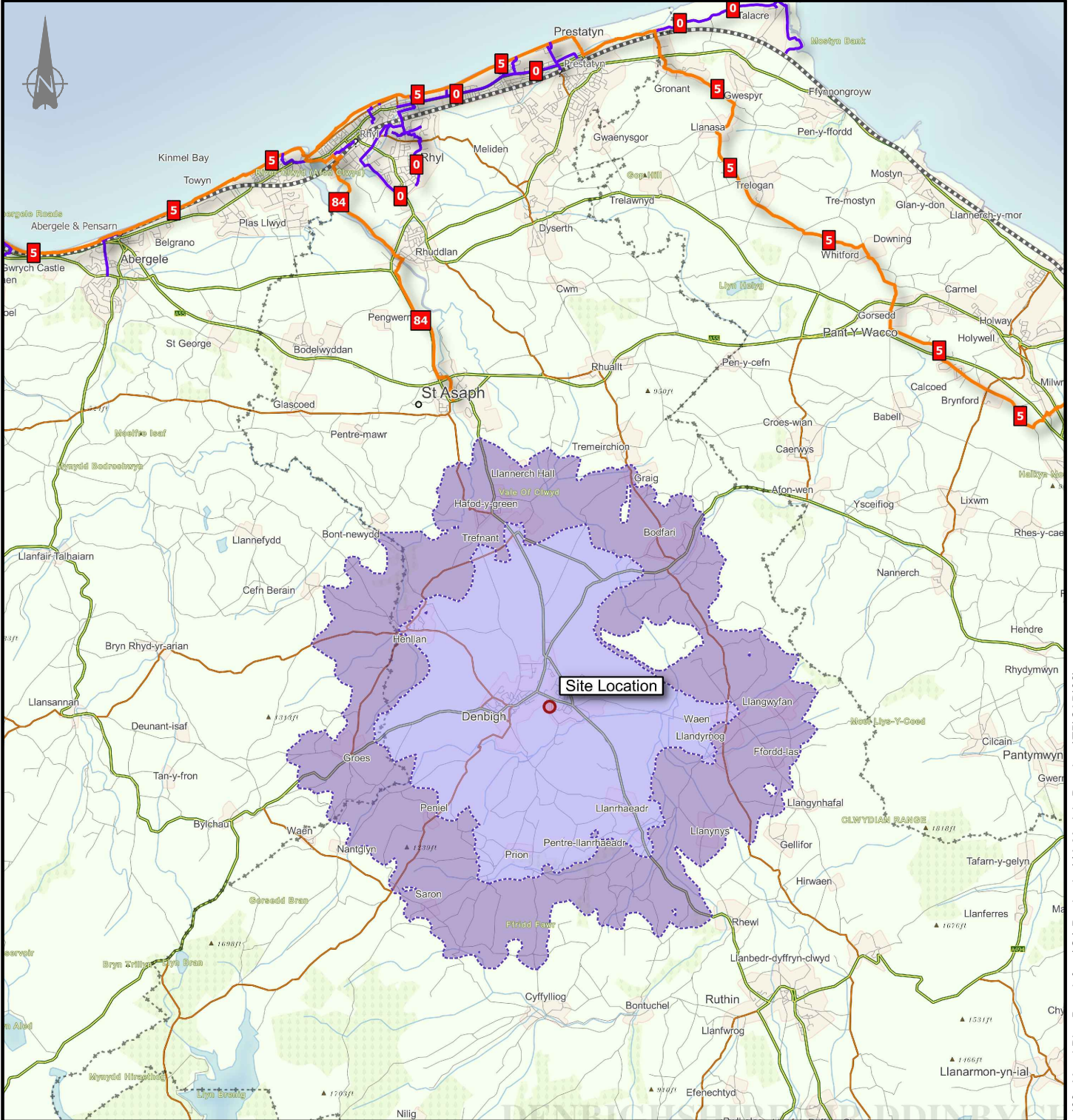
Drawn By: HD Checked By: DJ

Designed By: HD Date: 18/05/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

079942- CUR - 00 - XX - DR - TP - 06002 - P01



KEY: Site ○ National Cycle Network (Public) —
 Cycle Catchment Not on Cycle Network —
 8000m National Cycle Network —
 5500m Regional Cycle Network - - -

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 Email Liverpool@curtins.com
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Project: YSGOL PLAS BRONDYFRYRN

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
 INDICATIVE PUBLIC
 TRANSPORT CATCHMENT

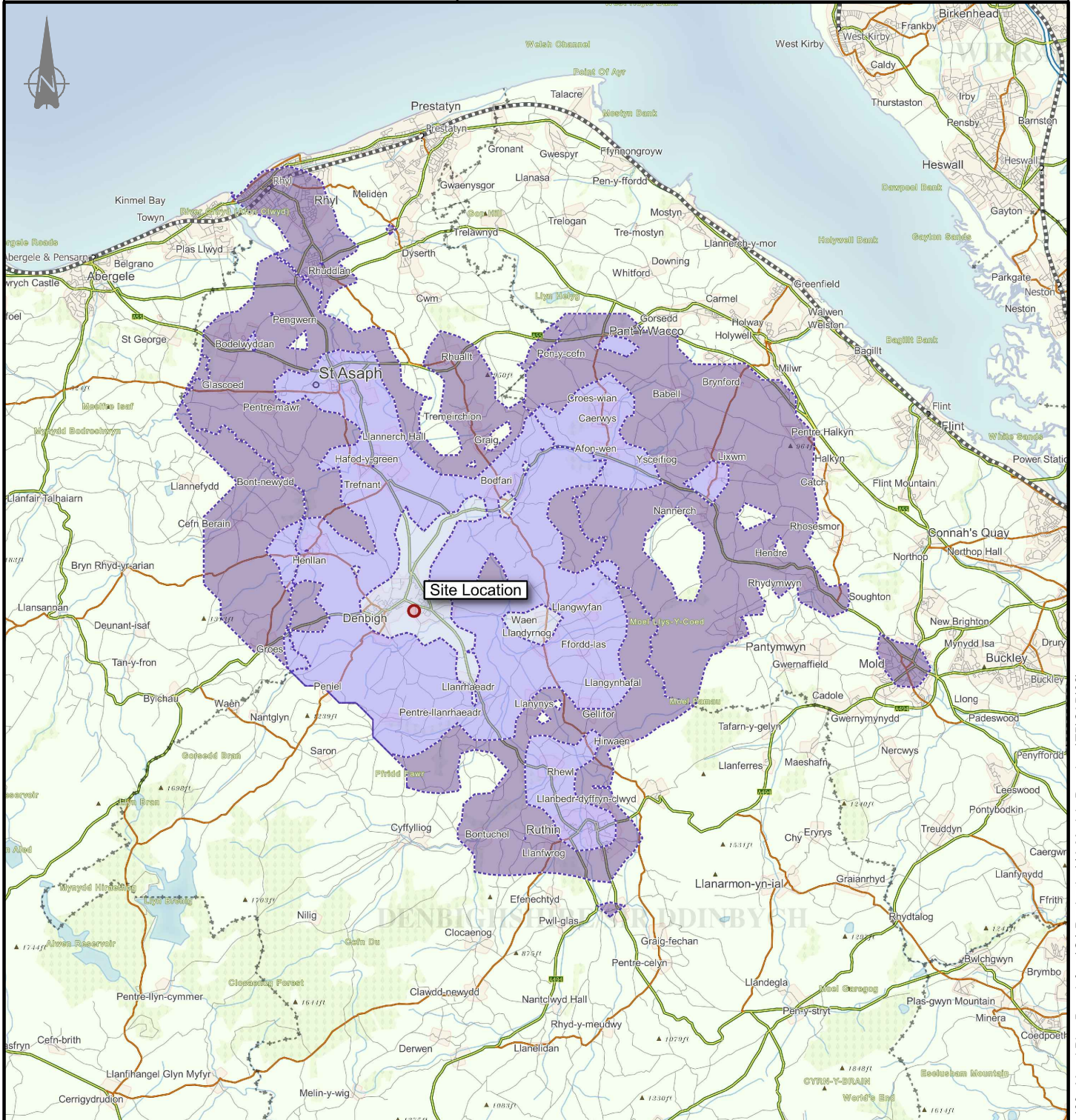
Drawn By: HD Checked By: DJ

Designed By: HD Date: 18/05/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

079942- CUR - 00 - XX - DR -TP - 06003 - P01



KEY: Site
 Public Transport Catchment
 60 minutes
 40 minutes
 20 minutes

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