

Introduction

This travel plan has been compiled to satisfy planning conditions.

What is a travel plan?

A travel plan is a package of measures that promote sustainable modes of transport with an emphasis on reducing the number of single occupancy car journeys. Travel plans will vary, dependant upon the circumstances of an organisation, but will ultimately provide and promote transport choices for, pupil, staff, visitor, and business use.

A travel plan is a *process* which will evolve over time and reflect the changing circumstances of both your organisation and the area in which you are located.

National Policy

The Government has established the need to reduce car dependency and increase travel choices through key guidance in the Transport White Paper, Road Traffic Reduction Act and Planning Policy Guidance 13 (Transport). Of these, Planning Policy Guidance 13 (PPG 13) provides the strongest imperative for travel plans and any arising planning obligation. It recommends travel plans for places of work, education, shopping, leisure and health facilities.

PPG 13-Transport

Paragraph 89

'The Government considers that travel plans should be submitted alongside planning applications which are likely to have significant transport implications, including those for:-

- all major developments comprising jobs, shopping, leisure and services
- smaller developments comprising jobs, shopping, leisure and services which would generate significant amounts of travel in, or near to, air quality management areas, and in other locations where there are local initiatives or targets set out in the development plan or local transport plan for the reduction of road traffic, or the promotion of public transport, walking and cycling. This particularly applies to offices, industry, health and education uses
- new and expanded school facilities which should be accompanied by a school travel plan which promotes safe cycle and walking routes, restricted parking and car access at and around schools, and includes on site changing and cycle storage facilities; and
- where a travel plan would help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds.

However, an unacceptable development should never be permitted because of the existence of a travel plan.

Local Policy

In line with National Policy, Local Policy requires the provision of a school travel plan as supporting documentation for planning applications for development at the Mount St Mary's Catholic High School (MSM) site.

Previous provision was made in support of Building Schools for The Future (BSF) completed in 2010 and is once again required as MSM was selected in July 2021 for the "School Rebuilding Programme: 2nd set of 50 schools".

Aims and objectives

The aims and objectives included in the original School Travel Plan (STP) were not all achieved and never would be for reasons discussed below in the survey analysis.

Original

1. Increase the number of pupils cycling to school
2. Increase the patronage of public transport for pupils and staff
3. Reduce the number of cars arriving at school
4. Create an ethos in school which promotes active travel

Criticism of these

1. The Leeds cycle routes do not extend to the MSM site and many of the roads in the local area have a high volume of traffic
2. This has been a success of sorts for students, in 2008 just over 60% of students arrived by bus and although it is currently less than that (see later)
3. This has been successful, in 2008 16.81% of students arrived by car, but now approximately half of them do
4. This is difficult to quantify, but on the basis that fewer students arrive by car and most of the bus arrivals also walk from Leeds Bus Station this should be regarded as a success

Current Continuous Realistic Aims and objectives

Due to our large catchment area, demographics and transient student population, our active travel aims are those that are deemed achievable

1. Encourage school arrival where possible by any other means than by car – via the MSM website
2. Encourage walking to school if living within 1 mile of MSM – this would be a 20 minute walk each way – via the MSM website
3. Discourage MSM arrival by car, but if car arrival is unavoidable, encourage drop off and pick up short of the MSM site to reduce congestion e.g. Flax Place, Bow Street or Upper Accommodation Road – via the MSM website
4. Encourage MSM arrival by bus, then walk from the station or city centre if using public service buses – via the MSM website

- a. Get off the bus a stop or two before you need to and walk part of the way
- b. Leave for a destination earlier and walk all or part of the way
5. Raise awareness of health and environmental issues caused by travel – via the MSM website
6. Raise the awareness of road safety – via the MSM website

Survey data analysis in support of and explanation of the new aims

The MSM student population is quite transient in nature over a full academic year, so the mode of travel analysis results could alter regularly if it was to be conducted more frequently. However, the tables below indicate only slight changes over a 5-year period.

Mode	% Dec 2008	% Dec 2016	% Dec 2021
Car/van	17.39	8.56	8.30
Walk	19.11	35.08	32.16
Bus	63.50	56.36	59.43
Cycle	0.00	0.00	0.11

These figures are from the winter terms, so walking and cycling are less popular at this time of year. As a faith school, our students come from all over Leeds, consequently, walking and cycling is unlikely to ever be a popular mode of travel to and from school as many students quite simply live too far away to walk or cycle to school. Prior to the BSF alterations there was no cycle storage provision, but that is no longer the case (see later). There is now a lower percentage of students walking to school than 5 years ago, but only slightly, and the percentage arriving by car or van has not increased which is relatively positive, however the use of buses has been shown to have increased.

At the time of writing, there are 5 pupils with Educational Health Care Plans, with a further 126 students that have some support in school, none of whom currently have any sort of individual travel need.

School description

Mount St Mary's Catholic High School is a Voluntary Aided, Mixed Comprehensive High School catering for pupils aged 11-16.

	Number
Pupils	930 (approximate, but fluctuates throughout the year)

Teaching staff	62
Support staff	93

School starts at 8.45am and finishes at 3.00pm for pupils.

After school clubs vary throughout the year and can be sporting, performance or of a more strictly academic base.

Location

Mount St Mary's Catholic High School is situated on Ellerby Road in Richmond Hill, only a short walk from the busy A61 to the south and the A64 to the north, and approximately 1km to the east of Leeds town centre. The school is on the periphery of some residential areas with many of the surrounding roads suitable for walking and cycling. Pupils travel from all areas of Leeds to the school, including Meanwood, Morley, Rothwell and Whinmoor.

Local travel analysis

There are traffic calming measures (speed humps) yellow lines with no waiting signs 8am-6pm on Ellerby Road directly outside the school. The speed limit is 20mph along Ellerby Road.

There was previously a bus stop directly outside the school premises, but that has been removed and busses no longer stop outside the school. The closest service bus stops are on Flax Place and Upper Accommodation Road but no students use them. To find which bus service to take to either of the afore mentioned stops, copy and paste the Metro website address below and use the "Plan a journey" facility:

<https://www.wymetro.com/your-school/a-z-school-finder/m/mount-st-marys-catholic-high-school/>



Ellerby Road changes into a single-track road after the school entrance, the road has room for cars to park and many cars are parked throughout the day. Accessing the school main entrance via this route by car is difficult, while it is now only a relatively small number of cars that collect from near the main entrance, it soon becomes tightly congested.

Ideally we would have a drop off and pick up point, but this has never been put in place.



The main vehicular and pedestrian entrance is situated on Ellerby Road. The vehicle entrance is controlled by a barrier with a swipe card entry system and the pedestrian entrance has a keypad and two-way communication system for access requests outside of pupil arrival and departure times.



During the student peak arrival and departure times, the vehicular barrier is raised to facilitate student ingress and egress. The Ellerby Road pedestrian entrance and

barriers are kept open from start to the end of the school day. There are 3 zebra crossing between the left hand side of the above photo and the right, to be used when vehicles are moving along the main entrance roadway.



There is a second pedestrian entrance via Richmond Gren Street, but this is only used in times of specific need for student segregation and filtering.

There is a further entrance from the Ellerby Lane school bus stops across the public field and in through the hard-top school sports area entrance, which was opened in 2010. There are hard paths from both Ellerby Road and Place's Road which run perpendicular to Ellerby Lane and adjacent to the public field, which lead to the school sports area entrance, students could access either of these by walking in either direction along Ellerby Lane and then along either Ellerby Road or Place's Road until they reach the hard path leading to the school entrance. In actuality, the vast majority of students arriving at the Ellerby Lane bus stops choose to access the school entrance by crossing the field itself.



Students walking in the directions to and from the town centre for buses, do so utilising puffin and pelican crossings along the way.

TRAVEL INFORMATION

Bus

There was previously a bus stop directly outside the school premises, but that has been removed and busses no longer stop outside the school. The closest service bus stops are on Flax Place and Upper Accommodation Road but no students use them. To find which bus service to take to either of the afore mentioned stops and indeed a wide variety of other information about travel in Leeds such as applying for passes for students and discount passes for staff, copy and paste the Metro website address below and use the “Plan a journey” facility:

<https://www.wymetro.com/your-school/a-z-school-finder/m/mount-st-marys-catholic-high-school/>

Cycling and walking

There is a closed off path linking the end of Richmond Hill Close with the end of Richmond Green St at the back of the MSM site and from here there is a path down onto Ellerby Road, opening this path may encourage more cycling and walking.

There is also information about cycling and walking on the Metro site link, further information about cycling courses and cycling safety can be found at the below link:

<https://leedsforlearning.co.uk/Article/88571>

Below is a link to a “Ride to Work” scheme in Leeds, to encourage cycling in the city at a heavily discounted price and with cost spreading:

<https://www.evanscycles.com/b2b/ride-to-work-employee>

Train

The nearest train station to Mount St Mary's is in Leeds town centre less than 1km walk away from the school. Leeds City Rail Station is located in New Station Street and is the largest train station outside London, providing services throughout the country.

Pedestrians

Planning Policy Guidance 13, states that walking is a viable option for those traveling up to 2km. The Local Education Authority can only provide home to school transport to secondary pupils who live more than 3 miles from their catchment school. However, The Education Bill introduced in April 2007 states that pupils who are eligible for free school meals can extend their rights and gain free school transport for pupils whose parents/carers opt to send their child to a secondary school of up to 6 miles from MSM.