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Deyes High School

School Travel Plan

1017-FCL-XX-XX-RP-D-0002

Document Control Sheet

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1 Introduction

1.1 Background

Deyes High School (DHS) is an 8 Form Entry (FE) Academy secondary school serving pupils in years 7 – 13 located in Maghull, Sefton, which in 2019 received an OFSTED Good rating. The school has a strong community focus, priding itself on its close ties to the local community.

The school currently has capacity for 1,500 students (1,382 students recorded on roll in 2014) and a total staff number of 145 (with circa 56% working full time). The current school has a total of 77 on-site parking spaces split 55 to the North-East and 22 towards the South-West; with a designated drop-off area located at the entrance to the school (see existing school plan in Figure 1.1)

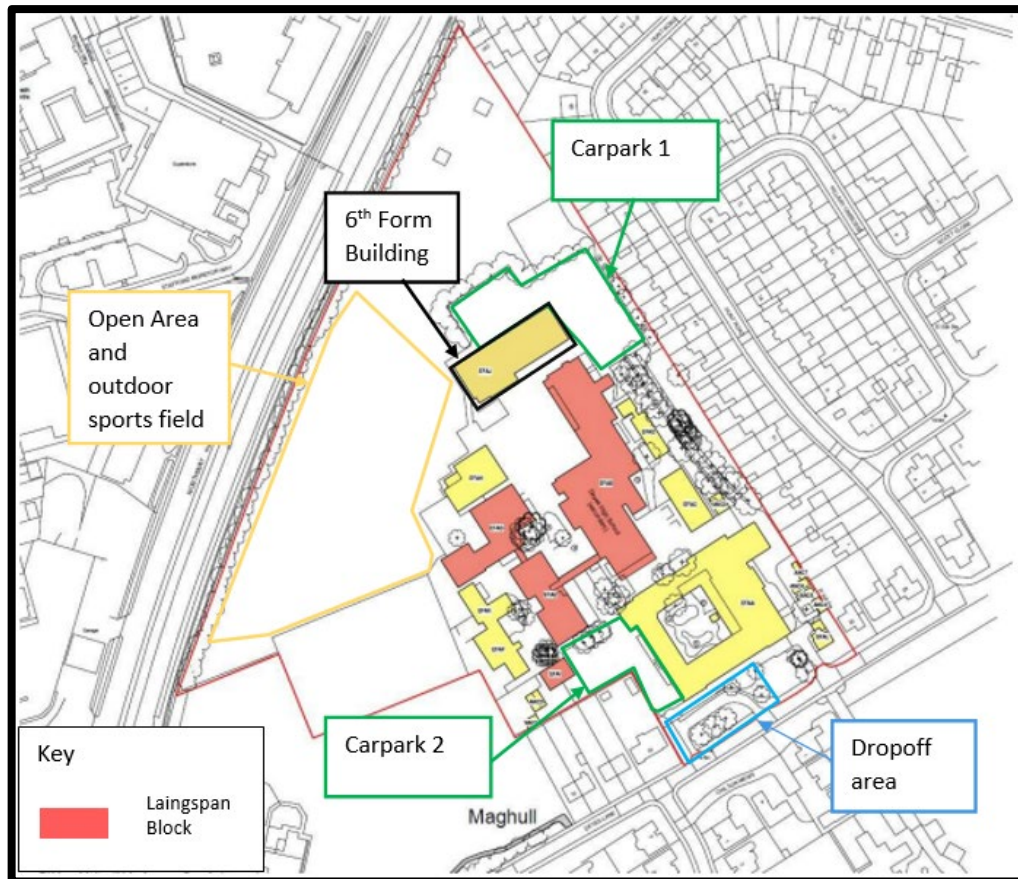


Figure 1.1 Deyes High School Laingspan Building Location (from DFE)

A condition led project that will result in the demolition of the schools existing laingspan blocks (which have reached the end of their design life) with a new 3 storey building is set to commence in 2022. This will result in several changes to the school's transport infrastructure including:

- The relocation of all car parking to the southwest corner of the school site.
- The addition of 43 new parking bays including one EV charging bay (total parking will be 120 spaces).
- The creation of a new shared use footway/ cycleway, which is segregated from motorised traffic.
- The conversion of the existing 6th form vehicular access into a pedestrian access
- The provision of 78 cycle parking spaces.

This project will not increase the school's capacity and as such will not result in an increase in staff or student numbers. A plan illustrating the site following the completion of the project is shown in Figure 1.2 below, with a more detailed plan included as Appendix E.

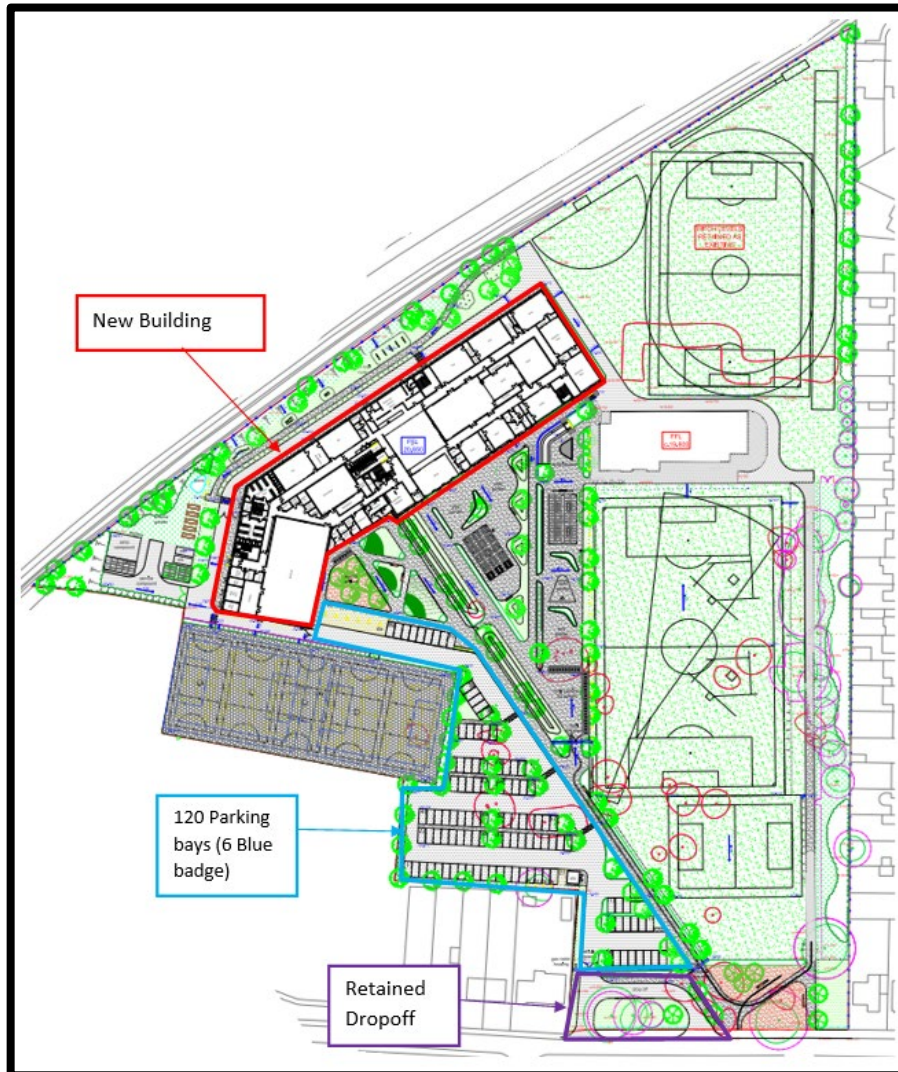


Figure 1.2: Deyes High School proposed layout, Courtesy of DEP.

1.2 What is a Travel Plan?

A Travel Plan is a package of measures designed to reduce the number and length of car trips generated by a development. Travel Plans can also reduce social and environmental impacts and can help reduce economic costs. There are a number of ways to manage the transport impacts that a development can generate:

- Improve the quality of non-car modes;
- Provide incentives for using sustainable travel modes;
- Provide disincentives for the use of the car;
- Restrict access to the site via high emission modes of transport; or
- A combination of each of these.

It is important that a Travel Plan is not static in time, developed to satisfy a planning application; rather that it is a document and process that will evolve over time and

accommodate improvements in local and regional transport infrastructure. The Travel Plan should be implemented in close consultation with staff to ensure that staff members support the aims and detailed measures proposed.

This Travel Plan contains detailed travel information gathered from Travel Surveys of staff and students carried out in November 2021 and January 2022. Refer to the Travel Survey Reports in Appendices A and B to see an overview of staff and students' responses. Appendix C contains a plan showing the approximate home locations of the staff that will be working at the school and gives an idea of the geographic spread of the staff. Appendix D contains plans showing the students home locations, giving an indication of the school's catchment area.

1.3 The Travel Plan Objectives

The objectives of this Travel Plan are as follows:

1. Increase the proportion of staff and students using sustainable travel modes and reduce the number of trips to the site using high emission travel modes (e.g. private car) and thereby improve air quality.
2. Reduce the demand for car parking.
3. Encourage staff and students to lead healthy lifestyles by walking or cycling to School.
4. Use technology to promote sustainable transport choices and provide an element of personalised Travel Planning, where appropriate.
5. Create an appropriate system of incentives to encourage travel by sustainable modes of travel.

2 Policy Context

This Travel Plan has been developed taking into consideration local and national guidance and policies. The relevant policies have been listed below. A detailed summary of each policy is included within the *Transport Statement*.

2.1 National Policies

- The National Planning Policy Framework
- Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen
- Cycling and Walking Investment Strategy
- Gear Change: A Bold Vision for Cycling and Walking

2.2 Regional & Local Policies

- Liverpool City Region Combined Authority – Transport Plan
- Liverpool City Region Combined Authority – Local Journeys Strategy
- Liverpool City Region combined Authority – Local Cycling and Walking Infrastructure Plan
- The Local Plan for Sefton
- Sustainable Travel and Development – Supplementary Planning Document (Sefton Council)

3 Overview

3.1 Profile

Deyes High School has been allocated central government funding for a project to replace its existing laingspan block buildings with a new 3 storey building. The proposed development seeks to re-provide the schools current capacity and as such no increase in student or staff numbers are expected.

A new fully segregated pedestrian/ cyclist access route will be provided as a result of this development. This route will run from the school entrance (adjacent to the retained drop off) on Deyes Lane to the building entrance. The pupil drop off facilities on Deyes Lane will be unaffected by the proposals and will continue to function in a similar manner to present. Vehicular access will now only occur on the west face of the school frontage. There will be a net gain of 43 car parking spaces (120 in total)

Deyes High School’s location and its context to the nearby highway infrastructure is shown in Figure 3-1 below.

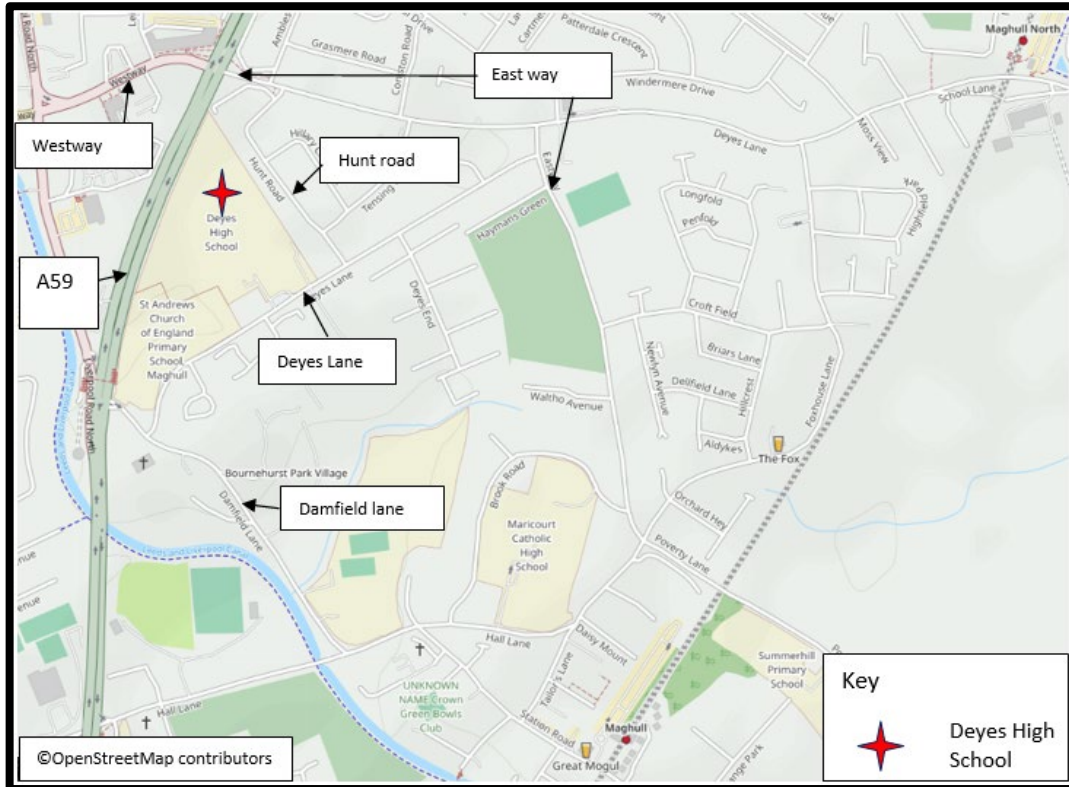


Figure 3.1: Site Location

3.2 Local Amenities

Local Amenities in close proximity to Deyes High School (within 1000m) are identified in Table 3-1 and their location shown on the map in Figure 3-2.

Table 3-1: Local Amenities

| Amenity | Location | Walking Distance from the MFRS Facility (m) |
|--|--|---|
| Appropriate food outlet | School Cafeteria | Onsite |
| | Co-Op Food | 550 |
| | Subway | 600 |
| | Costa Coffee | 700 |
| | Piri Piri Express | 750 |
| | Poundbakery | 800 |
| | Morrisons | 950 |
| Access to cash | ATM (Co-Op Food) | 550 |
| | ATM (Morrisons) | 750 |
| | Hallifax | 750 |
| | TSB Bank | 750 |
| Access to outdoor space | Deyes High School | Onsite |
| | Glenn Park | 450 |
| | Whinney Brook Playing Field | 600 |
| | Dodds Park | 1000 |
| Access to a recreation or leisure facility (fitness or sports) | Deyes High School Sports field and hard P. E | Onsite |
| | Glenn Park (Sports court) | 450 |
| | Dodds Park (Sports court) | 1000 |
| | Meadows Leisure centre | 1000 |
| Postal service | Maghull Post Office | 750 |
| Community Facility | Deyes High School Community Facilities | On-Site |
| | St. Andrew C of E Church | 400 |
| | Maghull Baptist Church | 1000 |
| | St George R C Church | 1000 |
| | Maghull Town hall | 1000 |
| Over the counter services associated with a pharmacy | Boots Pharmacy (Maghull Central Square) | 750 |
| | Boots Pharmacy (Halifax) | 750 |

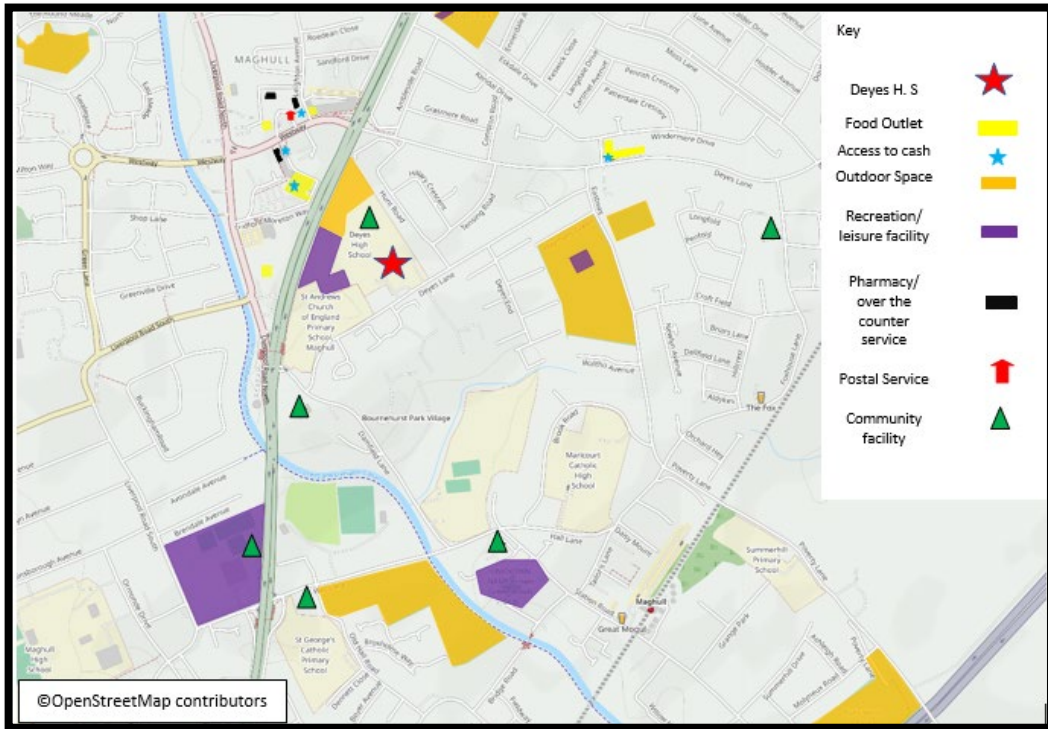


Figure 3.2: Local Amenities

3.3 Site Access & Public Transport

Deyes High School has a local student catchment with most students living within 2 km of the school (refer to Appendix D). Staff have a slightly wider catchment area but are generally from the Merseyside area (refer to Appendix C).

Deyes High School is relatively well served by public transport – see Figure 3.3 below.

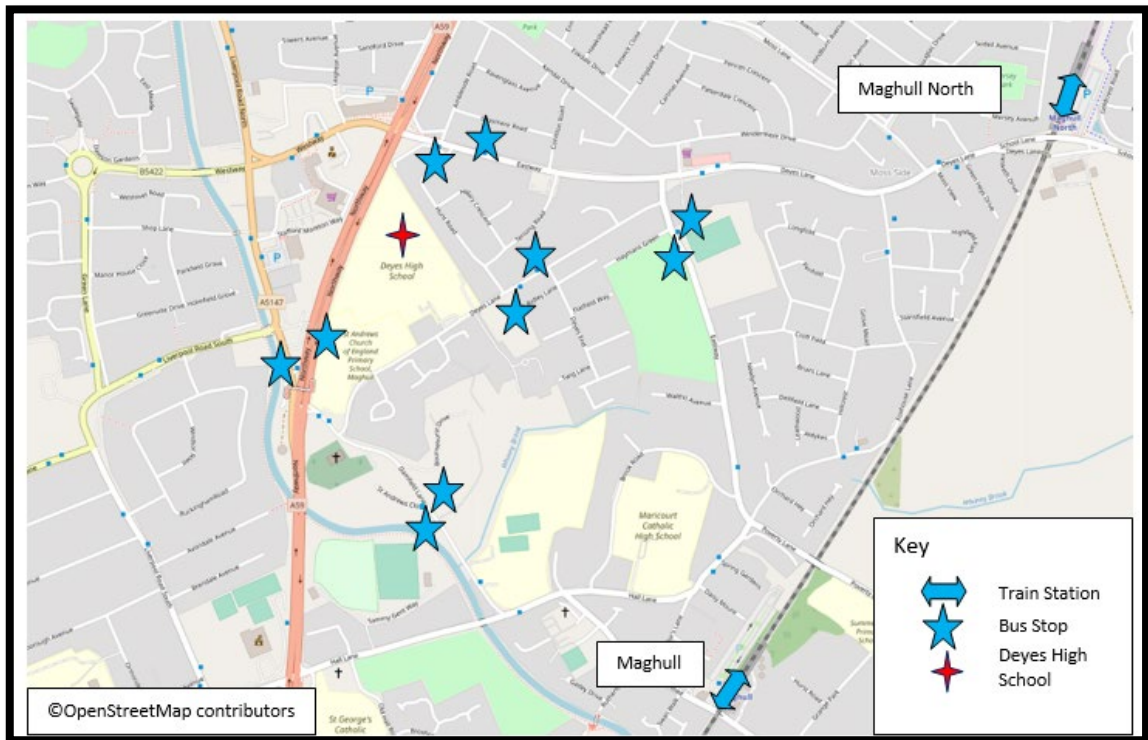


Figure 3.3: Public Transport in Close Proximity to the Site

There are bus stops on Deyes Lane (one in each direction) in close proximity to the school (within 175m walking distance). Further afield, there are stops on Damfield Lane (within 800 m walking distance), the A59 (within 650m walking distance) and the Eastway (two within 600m walking distance east and three within 500m north of the school).

These stops are served by the following services:

| Bus Service | Route | Provider | Service(s) start (at first stop) | Weekday Frequency / service per hour | AM (7-9am) peak Frequency/ Services per hour | PM Peak (3pm-5pm) frequency/ Services per hour |
|-------------|--|-------------------|----------------------------------|---|--|--|
| 36 | Maghull Merseyrail Station – Aintree University Hospital | HUYTON TRAVEL LTD | 7:44am | 1 | 1 | 1 |
| 32/ 32A/ 33 | Maghull Station Circulars | CUMFY BUS | 7:05am | 2 | 4 | 4 |
| 31/ 31A | Maghull Station – Lydiate Circular | CUMFY BUS | 7:25am | 2 | 2 | 2 |
| 133 | Kirkby (Kirkby Admin) – Waterloo (Merseyrail Station) | HUYTON TRAVEL Ltd | 6:53am | 1 | 1 | 1 |
| 310 | Skelmersdale – Liverpool | ARRIVABUS | 6:32am | 2 | 1 | 1 |
| 722 | Tower Hill to Maricourt & Deyes High School | PEOPLESBUS | 7:52am | 2 Services in the am peak and 1 service in the pm peak. | | |
| 726 | Maricourt High School to Fazakerley | PEOPLESBUS | 3:40pm | 1 service in pm peak only | | |
| 739 | Melling Mount – Maghull High School | PEOPLESBUS | 8:00am | 1 service only in the am | | |

Table 3-2: Bus Services Near Deyes High School

These stops are accessible from the school with a Pelican Crossing located on the Eastway (close to its junction with Hunt Road) and a Toucan crossing at the A59/ Damfield lane junction allowing pedestrians and cyclist safe access across the A59. Bus travel is relatively popular with students with up to 9% of students travelling by bus (public or school) and a small number of staff (2%) occasionally traveling by bus.

The following rail services are also available:

| Train Station | Route | Services | Weekday Frequency / Services per hour |
|---------------|------------------------------|---------------|---------------------------------------|
| Maghull | Ormskirk – Liverpool Central | Ormskirk line | 4 |
| Maghull North | Ormskirk – Liverpool Central | Ormskirk Line | 4 |

Table 3-3: Rail Services passing near Deyes High School

Maghull Station is the nearest rail station to the school and is located circa 1.4km walking distance from the school. This station serves one service which runs between Liverpool Central and Ormskirk. From Liverpool Central further regional and national services are available. 4% of staff, and 3% of students currently travel by train.

Overall, the rail connectivity is sufficient for the school. Maghull station and Maghull North station fall outside reasonable walking distance (within 800m), but public bus routes provide sufficient and easily accessible access to these rail stations.

3.4 Pedestrian & Cycle Infrastructure

The footways on the main approaches to the school are of adequate width. All pedestrians and cyclists will enter the site route via Deyes Lane which has footway widths of 1.5m. Damfield Lane and Hunt Road will also likely be of frequent use having footways of width 2.4m and 2.1m respectively.

Signalised crossings are available across Northway at the Northway/Damfield Lane junction and the Hunt Road / Eastway junction which are in good locations to allow users safe access to the school. Furthermore, a pedestrian subway is present at the Northway/ Eastway Junction allowing safe pedestrian passage across the busy junction. Generally, minor junctions have adequate dropped crossings.

Walking is a very popular mode of transport with students as 44% of students surveyed walk to school and 52% walk home from school. Walking is also fairly popular with staff as 7% of the staff surveyed walking to and from school. It will be a focus of this Travel Plan to maintain and improve the amount of people that walk to the school.

There are no significant cycling facilities within close proximity of the school, as the majority of cycle access is via on carriageway suggested cycle routes. There is a Toucan Crossing present at the Damfield Lane/ Northway Junction, allowing cyclist passage across the Northway. No cyclist crossing is present on the Eastway/ Northway junction. Figure 3.4 below shows an extract from the Sefton Cycle Map (2016) with the full map available in Appendix F.



Figure 3.4: Cyclist Facilities Near to the School (Sefton Cycle Map)

The map also shows an off-road cycle track (the towpath of the Leeds-Liverpool canal) approximately 400m due west of Deyes High School with access points on Liverpool Road (to the west) and Hall Lane (to the south). This off-road cycle route connects to the National cycle route (62) in Aintree.

Very few people cycle to the school at present (3% students and no staff) and it will consequently be a target of this Travel Plan to increase the number of cyclists.

It is proposed to install new, secure cycle parking facilities to accommodate up to 78 parked bicycles to be used by staff and students.

3.5 Highway Access and Car Parking

The main vehicle access into the site will continue to come from the existing access and drop off area on Deyes Lane. Vehicle site access will however be provided from the western (left) side of the building frontage as the entrance on the eastern (right) side of the building frontage will be converted into a fully segregated pedestrian route. All 120 parking bays (including 6 accessible bays and 1 EV charging bay) will be accessed via the single vehicle access and all servicing will also be provided via this access. This uplift in parking should help ensure the parking demand from the school is met reducing its impact on the local highway.

From the students surveyed 15% indicated they car shared, with only 4% of the staff respondents car sharing. It will be a target of this travel plan to increase the number of staff car sharers.

At present, 85% of staff surveyed drive to and from the school each day, and 44% of students surveyed are currently dropped off by car. Currently, the percentage of people traveling as a driver of a car or being dropped off by car is high, and consequently it is a focus of this *Travel Plan* to reduce this percentage.

3.6 Access for All

Access to Deyes High School for the less able is generally good on all approaches. The footways are generally in excess of 1.5m in width with dropped kerbs/ raised tables on Deyes Lane to facilitate movements across the carriageway at regular intervals. An at-grade controlled crossing of the A59 is available at the Damfield Lane Junction. Generally, minor junctions on Deyes Lane have dropped crossings. These crossings allow all users to safely exit the site in all directions, providing access to the amenities listed in Section 3.2.

Accessibility within the site will be excellent, with no barriers preventing the less able from accessing any areas of the site. Six accessible bays will be provided which represents 5% of the total car parking spaces.

3.7 Targets

Tables 3-3 and 3-4 below set out the travel targets that this Travel Plan aims to achieve. A detailed Travel Survey will be conducted annually in November each year (to avoid seasonal bias) to monitor travel behaviours. The Travel Plan will be reviewed and updated annually by the Travel Plan Co-ordinator. Appendices A and B contain a summary of the Travel Survey responses from November 2021.

The percentage of staff travelling by sustainable methods is currently 15% and Deyes High School will focus on increasing this percentage to 22% before November 2025.

| Mode | Existing Nov 2021 (Total %) | Target Nov 2024 (Total %) | Target Nov 2025 (Total %) |
|-------------------|-----------------------------------|---------------------------------|---------------------------------|
| Car (Driver) | 85% | 81% | 78% |
| Car (Passenger) | 4% | 5% | 6% |
| Walk | 7% | 7% | 7% |
| Cycle | 0% | 1% | 2% |
| Taxi | 0% | 0% | 0% |
| Bus | 0% | 0% | 2% |
| Train (then Walk) | 4% | 4% | 5% |
| Total | 100% | 100% | 100% |

Table 3-4: Staff Travel Mode Targets

Currently approximately 56% of Deyes High School students use sustainable transport modes. The school will focus on increasing this percentage to 65%.

| Mode | Existing Nov 2021 (Total %) | Target Nov 2024 (Total %) | Target Nov 2025 (Total %) |
|----------------------|-----------------------------------|---------------------------------|---------------------------------|
| Car (Passenger) | 44% | 41% | 35% |
| Walk | 44% | 46% | 48% |
| Cycle | 3% | 3% | 5% |
| Taxi | 0% | 0% | 0% |
| Bus (Public/ School) | 6% | 7% | 8% |
| Train (then Walk) | 3% | 3% | 4% |
| Total | 100% | 100% | 100% |

Table 3-5: Student Travel Mode Targets

Currently, circa X% of 6th Form students drive to the school each day. These pupils are not able to park within the school grounds and it is known that they park on the adjacent highways close to the school. In addition to the targets set out in Table 3-5 above, a target will be set that no 6th Form students drive to and from the school each day (unless they have specific mobility needs).

4 Travel Plan Implementation

4.1 Action Plan

A *Travel Plan Coordinator* () has been appointed by the school. The *Travel Plan Coordinator* will be responsible for:

- Implementing and reviewing the School Travel Plan.
- Liaising with Class Teachers and the Senior Leadership Team with regards to transport issues and initiatives.
- Arranging annual travel surveys.
- Promoting sustainable travel and monitoring the effectiveness of the Travel Plan.
- Arranging for the annual Travel Plan update.

This Action Plan contains specific measures for different transport modes, as well as a number of more general measures; detailed in Tables 4-1 to 4-5 below.

| Measure | Date for Completion | Responsibility |
|---|---------------------|---|
| Regular monitoring of cycle parking. | Ongoing | Travel Plan Coordinator to arrange for regular monitoring of cycle parking. |
| Provision of 78 parking spaces. | End of Construction | Contractor as part of construction works. |
| Implementation and advertisement of a “bike2work” scheme for staff. | November 2025 | Travel Plan Coordinator and Senior Leadership Team. |

Table 4-1: Cycling Action Plan

| Measure | Date for Completion | Responsibility |
|---|---------------------|-------------------------|
| Promote walking and the benefits of it to staff and students via assemblies and staff briefings. | Ongoing | Travel Plan Coordinator |
| Participate in Health Week and other walking initiatives. | Ongoing | Travel Plan Coordinator |
| Personal Travel Planning for any student with special transport needs, that live within a reasonable walking distance | Ongoing | Travel Plan Coordinator |

Table 4-2: Walking Action Plan

| Measure/Event | Date for Completion | Responsibility |
|---|--|---|
| Inform staff members and students of the nearby public transport locations and services, via a new public transport information area within the school reception. | Installed at completion of construction. Maintained regularly. | Travel Plan Coordinator to review with Senior Leadership Team |

Table 4-3: Public Transport Action Plan

| Measure/Event | Date for Completion | Responsibility |
|--|-----------------------------|---|
| Promote car sharing to all staff in briefings (when safe to do so following the COVID-19 Pandemic) and establish a “Car Sharing” database and forum. | Completion of construction. | Travel Plan Coordinator, SLT to promote at staff briefings. |
| Implement 15 “Car Sharing” priority car parking spaces close to the school reception. | Completion of construction. | Contractor for the works and school SLT |
| During Annual Travel Survey, identify 6 th Form students that drive to school, and encourage them to shift to sustainable transport mode | November 2024 and ongoing | Travel Plan Coordinator |


Table 4-4: Car Reduction Action Plan

| Measure/Event | Date for Completion | Responsibility |
|--|-------------------------------------|-------------------------|
| Ensure that marketing and promotion of the Travel Plan occurs on a regular basis via regular email updates etc. | November 2025 & ongoing | Travel Plan Coordinator |
| Carry out annual staff travel surveys | November 2025 (repeated annually) | Travel Plan Coordinator |
| Complete first annual monitoring report. These should be submitted to the council and published on the school's website. | December 2025 and repeated annually | Travel Plan Coordinator |

Table 4-5: General Implementation



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