



Benton House, Front Street, Benton

Travel Plan

Outcomes First Group

Atria, Spa Road,
Bolton, BL1 4AG

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Revision	Date	Prepared By	Checked By	Authorised By
V1	31 January 2024	Sophie Corney	Bob Cocker	Tim Bright

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Appendix A Site Layout



1.0 Introduction

- 1.1 This School Travel Plan (STP) has been produced by SLR on behalf of Outcomes First Group to accompany a planning application for the change of use at Benton House to provide a Special Educational Needs (SEN) School. A site plan is available at **Appendix A**.
- 1.2 A Travel Plan is a long-term management strategy aimed at enabling future site users to make informed decisions about their travel habits. This aim is achieved by setting out a strategy for eliminating the barriers to accessing sustainable transport. Travel Plans minimise the impact of additional traffic arising from new developments by reducing the number of single occupancy vehicles.
- 1.3 Due to the nature of the site, it is anticipated that this Travel Plan will primarily aim to encourage a shift in travel habits relating to staff travel rather than pupil travel.
- 1.4 Outcomes First Group (OFG) is a specialist provider of independent specialist educational needs schools. The educational services offered by OFG support children, young people and adults with special educational needs and disabilities including social, emotional, mental health, behavioural and physical challenges.
- 1.5 The application proposes the “change of use from a Conservative Club (Class E) to education use (Class F1), associated internal and external alterations to the building, and alterations to the grounds including provision of a multi-use games area and new fencing”. This constitutes the reuse of the existing Grade II listed building at Front Street in Newcastle to accommodate up to 60 pupils and 30 full-time staff.
- 1.6 The site was most recently used by the Benton Conservative Club which operated all year round and throughout the day, including weekends and evenings. The conservative club included bar and restaurant facilities and held functions with a capacity of up to 80 guests.
- 1.7 A Transport Statement (TS) for the school, which considers the impact of the development on the local transport network, has been submitted as part of this application and should be read in conjunction with this STP.
- 1.8 The site is located within the administrative boundaries of North Tyneside Council (NTC). Within paragraph 3.1.3 of the North Tyneside Transport and Highways Supplementary Planning Document (2022), it is noted that “where a Transport Statement is provided a Full Travel Plan must also be included”.
- 1.9 As stated within paragraph 3.1.5

“A Travel Plan is a strategy and action plan to minimise single occupancy car travel and improve accessibility to a development by a range of modes. It must set out time bound targets and clearly defined measures for achieving those targets. Regular monitoring and updates must be provided to the Council to confirm that measures have been implemented and whether agreed targets have been met”.



This Travel Plan

- 1.10 This School Travel Plan (STP) sets out the potential measures which could be adopted by the school to seek to ensure that the aims of the Travel Plan can be achieved from the outset.
- 1.11 This STP has therefore been produced to inform staff, pupils and parents on the suitable sustainable modes of travel in an attempt to create a modal shift away from the private car.
- 1.12 It should be noted that due to the nature of the school, there will be an inherent need to prioritise the safeguarding of pupils above the desire for a modal shift to sustainable travel. Therefore, it is considered that whilst the principles of this STP will be adopted insofar as possible for pupils, the associated targets set should only be aspirational, rather than a requirement. The focus of the STP will be upon staff and visitors, where there is more potential to influence travel habits.
- 1.13 Following this introduction, this STP is split into the following sections:
- **Section 2 – Site Audit:** site accessibility appraisal by all modes of transport;
 - **Section 3 - Development Proposals and Parking:** describes the proposed development, access arrangements and parking;
 - **Section 4 - Objectives and Targets:** the objectives and targets of the STP;
 - **Section 5 - STP Co-ordination:** sets out how the STP will be implemented;
 - **Section 6 - Measures and Initiatives:** a suite of measures to support the transport strategy;
 - **Section 7 - Monitoring and Review:** post-occupational practice to promote sustainable travel and programme for delivering the measures; and
 - **Section 8 - Action Plan:** a table containing the timescales and Action Plan.



2.0 Site Audit

2.1 This section considers the existing conditions at the site, and the surrounding transport network.

Site description

2.2 The application site consists of the existing Benton House – a Grade II listed building located on Front Street, Newcastle upon Tyne, NE7 7XE.

2.3 The application site is located approximately 6km northeast of Newcastle City Centre. A site location plan is shown at **Figure 3.1**.

2.4 The site is bounded by Front Street along its northern boundary, Hoylake Avenue to the south and commercial buildings to the east and west.

2.5 The site itself contains a significant area of trees and grassed areas as well as a car park which accommodates approximately 40 cars, although these spaces are currently unmarked. The site is accessed via a privately maintained access road which connects to Hoylake Avenue.

2.6 Benton House most recently functioned as Benton Conservative Club and contains one apartment dwelling and a tattoo shop. The tattoo shop is not included within the development proposals and will remain as existing.

Figure 3.1: Site Location



Local Highway Network

A191 Front Street

- 2.7 Front Street is a two-way carriageway located to the north of the site. The road is marked as 4 lanes in the vicinity of the site although parking bays and bus stops occupy part of the eastbound carriageway. There are continuous footways on either side of the carriageway with controlled crossings, providing access to nearby residential streets and the 'Four Lane Ends' Metro station. Streetlighting is provided along the street with double yellow lines marked adjacent to the site. Front Street is subject to a 30mph speed limit.
- 2.8 Pedestrian only access to the site is available from Front Street.

Hoylake Avenue

- 2.9 Hoylake Avenue is a two-way residential street located along the southern site boundary, providing vehicular access to the site. It routes in an east west alignment from Coach Lane to Benton Lane. Footways are available on both side of the carriageway between Manor Walk and the site entrance however there is no footway for approximately 50m along the northern side of the road immediately east of the site entrance. Streetlighting is available and double yellow lines are provided along the street. Hoylake Avenue is subject to a 20mph speed limit.

Benton Road / A188

- 2.10 Benton Lane is a two-way carriageway located approximately 150m west of the site access. It routes in a north south alignment from the A189/B1505 roundabout in the north to Coast Road in the south. From Front Street, Benton Lane is accessed via a 4-arm signalised junction which includes controlled pedestrian crossing points. There are footways with streetlighting on either side of the carriageway and uncontrolled crossing points with dropped kerbs and tactile paving available along its length.

Coast Road / A1058

- 2.11 Coast Road is a dual carriageway located approximately 2km south of the site access. It routes in an east west alignment from Beach Road in the east to the Newcastle Central Motorway in the west.

Walk and Cycle Accessibility

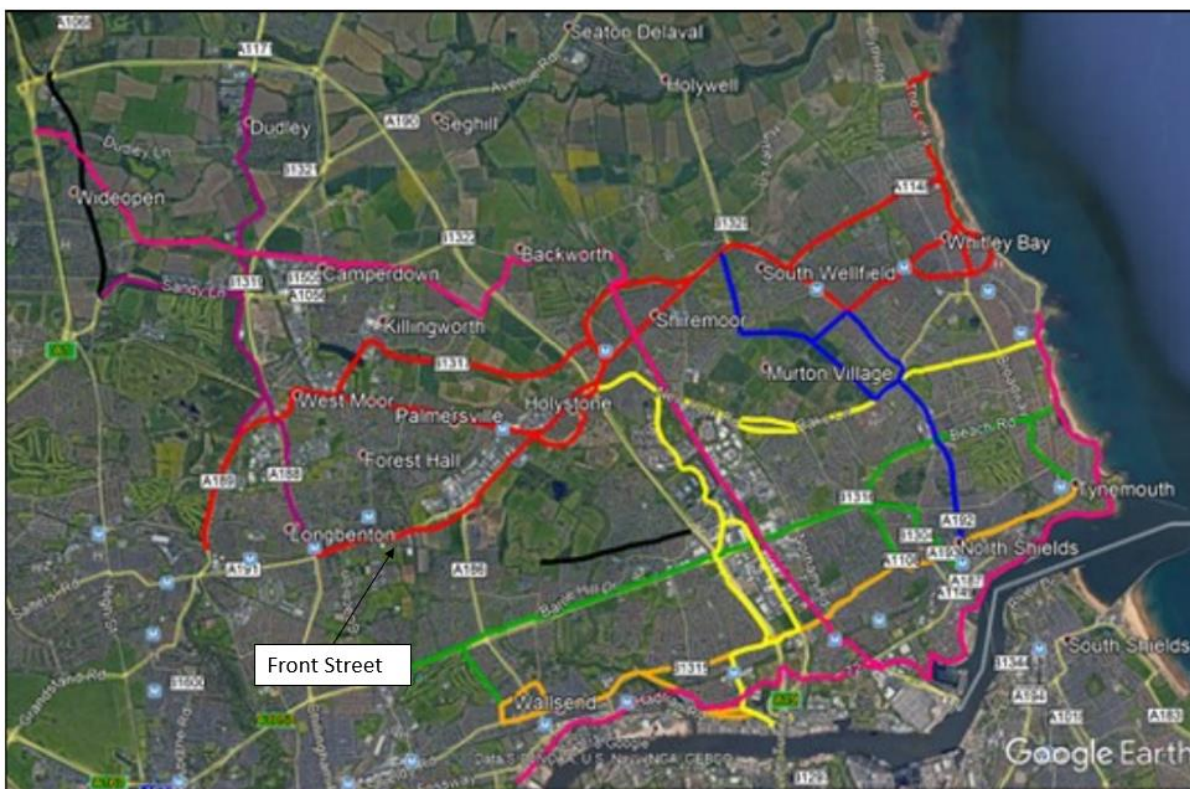
- 2.12 A continuous network of footways is available both from Hoylake Avenue and Front Street routing towards Benton Road, nearby residential streets and nearby public transport connections. On Front Street, a controlled pedestrian crossing point with dropped kerbs and tactile paving is available 80m from the site, providing safe access to the 'Four Lane Ends' Metro station, approximately north 250m from the site. A further controlled crossing point is accessible at the Benton Road crossroads junction, approximately 200m east of the site. This can be utilised to access additional bus stops.
- 2.13 Additionally, continuous footways are available along Hoylake Avenue and Manor Walk, routing towards Benton Road where bus stops and retail facilities are located. Whilst a



continuous pedestrian footway is not provided immediately east of the site access, the adjacent footway along Hoylake Avenue can be utilised for pedestrians travelling to the residential areas east of the site.

- 2.14 As shown within Figure 3 of the Newcastle LCWIP and contained at **Figure 3.2** below, Front Street is noted as being a Strategic Cycle Route. The LCWIP states the following: “As specified in the North Tyneside Cycling Strategy, these strategic routes will be supported by a grid of local cycling and walking routes with the aim that everyone is within 250m of a cycle route”.

Figure 3.2: LCWIP Strategic Cycle Routes



Public Transport

- 2.15 The closest bus stop is the ‘Front Street – College Lane’ bus stop, located directly adjacent to the site. Services available from this stop are services 335 and 392 which route to Killingworth and Longbenton. The bus stop serving the westbound services features a flag and timetable while the bus stop serving the eastbound services features sheltered seating, a flag and timetable. There is a signal-controlled crossing point available approximately 100m east of the site, providing access to the eastbound bus stop on Front Street.
- 2.16 Additional bus services including 37, 38, 352, 354 and 995 are accessible approximately 300m west of the site, along the A191 from the Balliol Gardens (eastbound) and Benton Lodge Avenue (westbound). In addition to this, further services are available from the Bus and Coach Station located at the Four Lane Ends metro station, approximately 250m northwest of the site.



2.17 A summary of the services available are detailed at **Table 3.1**.

Table 3.1: Bus Services and Frequencies

No	Route	Average number of bus services (buses/hour)				
		AM Peak	Inter-Peak	PM Peak	Sat	Sun
335	Killingworth-Longbenton- Front Street, College Lane -Hadrian Park	1 per hour				No Service
	Hadrian Park- Front Street, College Lane -Longbenton-Killingworth	1 per hour				No Service
392	Marden Estate Ennerdale Road- Front Street, College Lane -Tyneview Park & Benton Park View	07:44	No Service			
	Tyneview Park & Benton Park View- Front Street, College Lane -Marden Estate Ennerdale Road	No Service		16:33	No Service	
37	Denton Burn Wickham View Terminus-Newcastle upon Tyne Central Station- Benton, Balliol Gardens -Killingworth-Cramlington	1 per hour	Every 30 minutes	2 per hour	Every 30-60 minutes	1 per hour
	Cramlington-Killingworth- Benton, Lodge Avenue -Newcastle upon Tyne Central Station-Denton Burn Wickham View Terminus	1 per hour	Every 30 minutes	2 per hour	Every 30-60 minutes	1 per hour
352	Newcastle upon Tyne Haymarket Bus Station-Longbenton- Benton, Balliol Gardens -Killingworth-Cramlington	1 per hour				No Service
	Cramlington-Killingworth- Benton, Balliol Gardens -Longbenton-Newcastle upon Tyne Haymarket Bus Station	1 per hour				No Service
354	Newcastle upon Tyne Haymarket Bus Station-Longbenton- Benton, Balliol Gardens -Killingworth-North Shields Transport Hub	1 per hour				No Service
	North Shields Transport Hub-Killingworth- Benton, Lodge Avenue -Longbenton-Newcastle upon Tyne Haymarket Bus Station	1 per hour				No Service
995	Byker Metro-Walkergate- Benton, Lodge Avenue -DWP Tyneview Park	1 service	No Service			

2.18 As demonstrated at **Table 3.1**, the site has access to 6 bus services available from the bus stops located within 250m of the site. The site has access to hourly services to locations including Newcastle City Centre, Longbenton and Cramlington.

Rail

2.19 The closest station is the 'Four Lane Ends' metro station, located approximately 250m northwest of the site, along Benton Lane. This equates to a 3-minute walk or 1-minute cycle. The station has a total of 33 cycle storage spaces in the form of 5 lockers, 18 spaces and 5



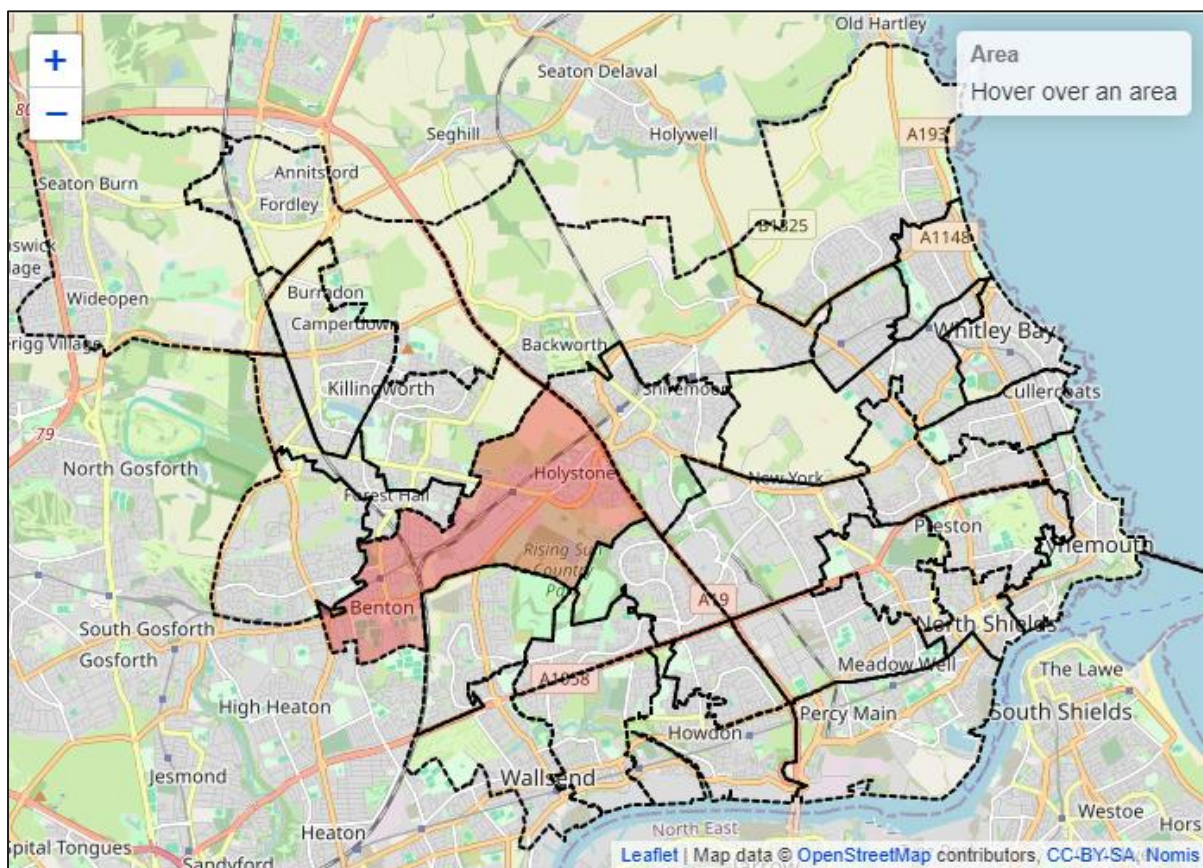
Streetpods (with 10 spaces). Station platforms are accessed via stairs, escalator or lift and there is level access to the bus station. A multi-storey carpark with 22 accessible spaces is available.

- 2.20 Rail services to South Shields run every 12 minutes during the daytime, Monday to Saturday. Services are increased to every 15 minutes in the evenings and Sundays. Additionally, rail services to St James via Whitley Bay run every 12 minutes during the daytime, Monday to Saturday and every 15 minutes on evenings and Sundays.

Existing Travel Patterns

- 2.21 To understand the current modal transport choice by existing employees in the vicinity of the site, reference has been made to the 2011 Census Journey to Work dataset. A percentage breakdown of the modes used to travel to work within the selected area is obtained using census data.
- 2.22 **Figure 3.3** indicates the location selected for the Journey to Work analysis. This is the North Tyneside 018 Middle Super Output Area (ref: E02001755). This area covers the site location and is considered to provide an accurate representation of the modes of travel to the site for the workplace population.

Figure 3.3: Census 2011 North Tyneside MSOA



- 2.23 Details of the modal split extracted from the census data is detailed at **Table 3.2**.



Table 3.2: Method of Travel to Work (North Tyneside 018)

Method of Travel to Work	Total	Percentage
Underground, metro, light rail or tram	323	7%
Train	36	1%
Bus, minibus or coach	419	9%
Taxi	35	1%
Motorcycle, scooter or moped	27	1%
Driving a car or van	2620	58%
Passenger in a car or van	374	8%
Bicycle	108	2%
On foot	538	12%
Other method of travel to work	4	0%
Total	4,484	100%

2.24 The 2011 census data shown in **Table 3.2**, demonstrates that the primary mode of transport for the workplace population in the area is driving a car, representing 58% of travel to work journeys. Of the remaining modes, 12% travel by foot, 9% by bus and 7% by underground.

Injury Collision Data

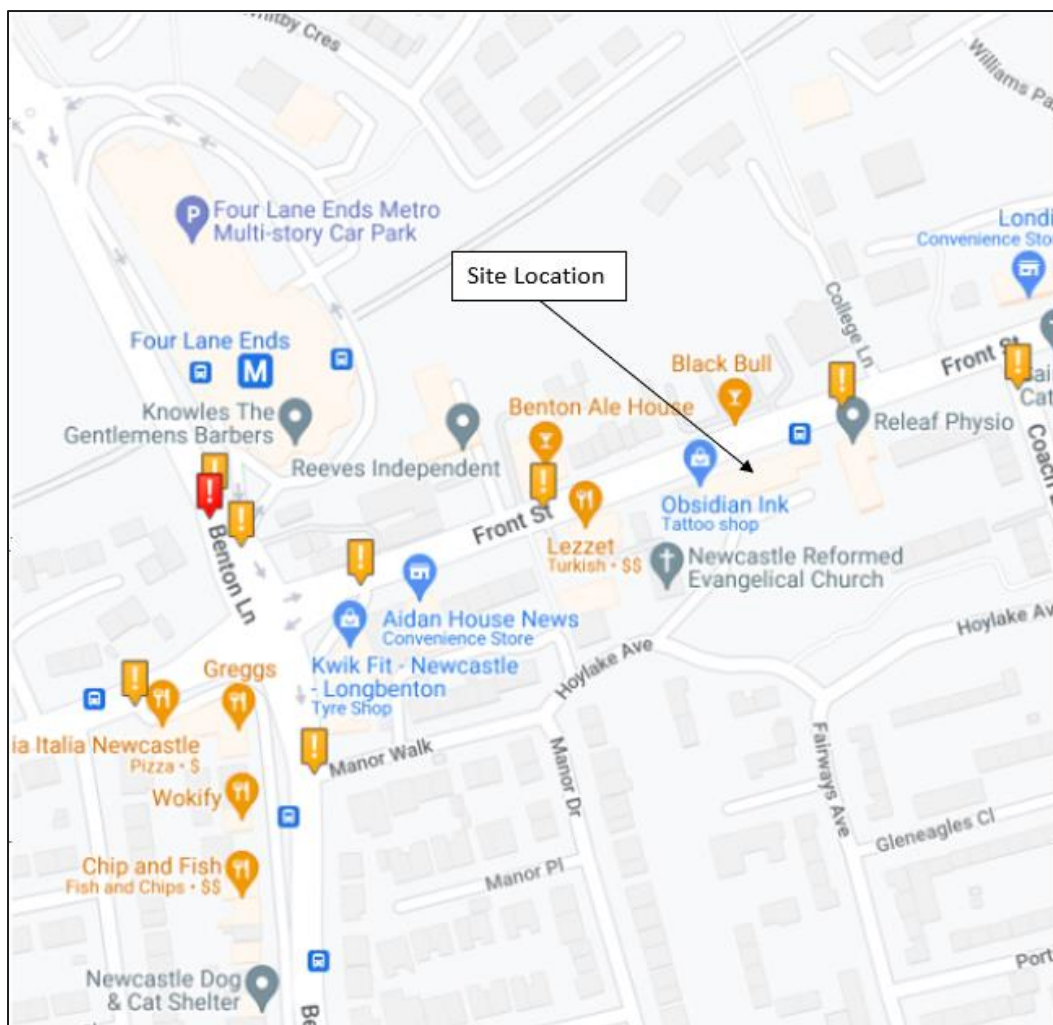
2.25 It is recommended in the NPPG, ID42-015 that:

"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period in the proposed site has been identified as within a high accident area."

2.26 Personal Injury Collision (PIC) data was obtained from Crashmap for the most recent 3-year period, between 2020-2022, in accordance with NPPG guidance. The study area includes the highway network within the vicinity of the site, as shown at **Figure 3.4**.



Figure 3.4: Collision Map



- 2.27 As shown at **Figure 3.4**, there are no collisions recorded on Hoylake Avenue itself. A slight collision took place in 2022 at the Manor Walk / Benton Road junction and involved a pedal cycle.
- 2.28 Additionally, a number of collisions have taken place on Front Street, of which one in 2021 involved a pedestrian casualty. Further slight collisions along Front Street involved vehicles only.
- 2.29 Overall, the frequency and distribution of collisions in the local area suggest that there are no highway safety concerns present within the vicinity of the site. There is no patterns of collisions in the local area which would otherwise suggest that the geometry of the road layout results in a specific safety issue, or that existing conditions may be exacerbated by the development proposals.

Summary

- 2.30 This section of the TS demonstrates that the site is extremely well located to encourage trips to be undertaken via sustainable modes of transport including via local bus and rail networks. The site is located directly adjacent to the closest bus stop and a further 300m



from additional bus stops providing access to locations including Killingworth, Cramlington and North Shields. Moreover, the site is located approximately 350m south of the Four Lane Ends Metro Station which provides frequent services to South Shields and St James.

- 2.31 Additionally, the site benefits from a continuous footway network with controlled crossings from both Front Street and Hoylake Avenue routing to nearby public transport stops, including bus stops and the nearby metro station.
- 2.32 A collision review of the previous 3-year period demonstrates that the surrounding highway network is not subject to any existing issues that may be exacerbated by the development proposals.



3.0 Objectives and Targets

- 3.1 This section of the STP sets out the initial objectives as well as draft targets for the development.
- 3.2 The objectives are supported by targets that are SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 3.3 The objectives of the STP focus on the travel patterns of staff rather than students. This group will make regular trips by varying mode, and this represents the best opportunity to influence travel patterns and meet the objectives of the STP. The travel habits of pupils are also considered within this STP, but as previously stated, the SEN status of the school means there is a higher likelihood of having a range of additional transport needs including travel by private and shared vehicles.
- 3.4 Indicative targets have been set for post occupation of the development. It is anticipated that as the proposals develop, these indicative targets will be updated.

Objectives

- 3.5 The primary objective of the STP is to improve the attractiveness of sustainable travel modes, rather than accommodating for those travelling by private car. This will create a development that, once in regular use, is more sustainable than it otherwise would be (without an STP in place) which promotes sustainable travel by a range of modes.
- 3.6 The STP will engage with and encourage staff and visitors to use more sustainable modes of travel to and from the school through the effective promotion and incentivising of these modes. This will minimise the impact of the school on the surrounding highway network and environment.
- 3.7 As the school caters for students with SEMH and ASC conditions, there will be longer distance trips made by pupils in comparison to a typical school, with a greater need for motor vehicles to support pupils. Therefore, the primary objective for pupils will be to rationalise taxi and minibus routes to maximise efficiency, and in turn reduce vehicle distance and numbers of trips. Whilst there would be a desire for pupils to arrive by more sustainable modes, such as walking and cycling, given the nature of the school and the needs of the pupils, this is not a priority.
- 3.8 In line with the overall aim of reducing car trips both to and from the school, the sub-objectives of the STP are:
 - To increase staff awareness of the advantages and availability of sustainable and active modes of transport;
 - To promote the health and fitness benefits of active travel to staff; and
 - To introduce a package of physical and management measures that will facilitate staff travel by sustainable modes.



3.9 It is the aim of these sub-objectives to encourage staff to make an informed decision about how they choose to travel both to and from the site, which will then help the environment by reducing congestion, air and noise pollution on the surrounding neighbourhood.

Targets

3.10 The Targets of the Travel Plan are focussed on both pupils and staff using the site. The targets set out in **Table 3.1** below are indicative and will be reviewed following the first survey undertaken when the post-development works are complete.

Table 3.1: Travel Plan Targets

Target	Indicator
Pupils	
To maximise the efficiency of taxi and minibus journeys, with the aim of increasing the average number of pupils per vehicle.	Monitoring Survey
Staff	
To reduce the number of single occupancy vehicle trips by 10%	Staff modal split monitoring survey
To increase the number of trips by walking, cycling, public transport and car sharing by 10%	



4.0 Travel Plan Co-ordination

- 4.1 The school will appoint a designated School Travel Plan Coordinator (STPC) upon occupation of the school. This is likely to be an existing member of staff at the school. The STPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan. The STPC will be fully funded by the school and the contact details of the STPC will be provided to the local authority upon their appointment.

School Travel Plan Coordinator (STPC) Responsibilities

- 4.2 As described previously, the STPC will be responsible for the STP. The primary responsibilities include:
- Undertaking travel surveys and supplying evidence of this to the local council;
 - Take responsibility for data collection and review of the STP;
 - Oversee the development and implementation of the STP on a day-to-day basis;
 - Obtain and maintain commitment and support from staff;
 - Design and implement effective marketing and awareness-raising campaigns to promote the STP;
 - Act as a point of contact for all staff, pupils and parents/guardians requiring information;
 - Ensure the travel information available is always up to date;
 - Liaise with external organisations, e.g., local authorities; and
 - Co-ordinate the monitoring programme for the STP, including target setting (in agreement with NTC) and make necessary changes if the targets are not being met.

Consultation Strategy

- 4.3 Consultation will be carried out each year with the wider school community (including pupils, parents, staff and school governors) to establish new or on-going issues that face the school in terms of transport. A series of actions will be agreed to address the issues and to ensure that the STP targets remain achievable.
- 4.4 The consultation period will be timed to coincide with when the annual 'hands up' survey results have been processed, in order to provide factual evidence on how pupils and staff are travelling to/from the school.

Marketing Strategy

Staff

- 4.5 New staff at the school will be made aware of the existence of the STP upon commencement of their employment. The details of the STP, its objectives in enhancing the environment and the role of individuals in achieving its objectives will be explained.



4.6 The following could be used as ongoing means of disseminating information to staff, and to promote events, campaigns, promotions, services and initiatives.

- Staff notice boards;
- Staff newsletters;
- Welcome packs; and
- Online groups and forums.

Pupils & Parents / Guardians

4.7 Parents and guardians will be informed of the STP and its objectives and initiatives through regular e-bulletins and newsletters.



5.0 Measures and Initiatives

- 5.1 This section of the STP provides information regarding the specific physical and management measures that will be implemented at the school. The implementation of the listed measures, which includes awareness initiatives and infrastructure provision, is the core of the STP. It should be noted that this list is not exhaustive and the STPC will be free to investigate further measures should they deem this appropriate.
- 5.2 The measures are organised into the following categories, based on what they are designed to promote/provide:
- Information Provision;
 - Walking;
 - Cycling;
 - Public Transport;
 - Car Sharing; and
 - Before & After School Clubs.

Information Provision

Sustainable Travel Information Board

- 5.3 A sustainable travel information board will be provided within a prominent location on the school grounds. This will provide key active travel information including a map of local walking and cycling routes, such as routes to and from the nearest bus stop and train station. It will also provide information relating to the nearby public transport links, a car sharing database and the contact details of the STPC.

School Website

- 5.4 It is envisaged that the school website will be updated to share this information as a free source of marketing to visitors which will include information on transport information, active travel routes, and will signpost towards useful external websites.

Communication

- 5.5 The school will communicate its sustainable travel policy through a variety of consultation exercises with parents, staff, local residents, community groups and other interested parties. The main modes of communication will be as follows:
- Newsletters to local residents, with contact details of the STPC so that any issues can be raised;
 - Newsletters to staff and parents providing continued reminders of the school's aim to reduce private car travel and maximise efficiency of taxis/minibuses; and
 - Staff meetings.



- 5.6 In addition, the STPC will offer the possibility of meetings with local residents to give them the opportunity to discuss on-going issues, answer any queries and to collect their suggestions for improvements.

Walking

- 5.7 Pupils, parents and staff will be provided with information and advice concerning safe, suitable routes to and from the school. This will be posted on a travel noticeboard, which will be located in a prominent position within the school.
- 5.8 The school will aim to recruit locally, and as such, there will be a natural propensity for staff to travel to the site by active modes such as walking and cycling.

Cycling

Cycle Parking Arrangements

- 5.9 The site will provide 12 sheltered cycle parking spaces within the school grounds. Cycle storage will be monitored regarding the usage and maintenance of parking. The STPC will assess whether the supply of cycle parking is sufficient to cater for the overall demand.
- 5.10 Site users will be provided with information and maps regarding local cycle routes around the school. This will be posted on a travel noticeboard.

Cycle to Work Scheme

- 5.11 The STPC will promote a cycle to work scheme. Outcomes First Group offers a cycle to work scheme with discounts on finance for bike purchases.

Public Transport

- 5.12 Up-to-date details of rail, bus, and taxi services, including route information and service frequencies, will be permanently on display on a sustainable travel notice board, located in a prominent position within the school grounds.

Car-Use

- 5.13 Staff who live within suitable walking distance from the site will be encouraged to walk to school and for those that must drive will be encouraged to adopt a car-sharing arrangement to minimise the car parking demand through the promotion of local car sharing websites and a staff car share group.

Vehicle Sharing

Pupil Taxi and Minibuses

- 5.14 Due to the nature of the school, it is intended that the majority of the pupils will arrive and leave school by taxis and wheelchair-friendly people-carrier vehicles provided by the school. Where possible, the school will work with the local education authority to ensure that taxi and people-carrier routes are organised to maximise efficiency and numbers of pupils per vehicle.



Staff Car Sharing

- 5.15 Car sharing has the potential to enable future employees of the school to save money, reduce stress and increase the opportunities for socialising. It provides cost savings and reduces the number of cars on the local road network, therefore reducing congestion and providing a benefit to air quality.
- 5.16 The benefits of car sharing could be widely promoted to future employees through a variety of communication mechanisms (such as the noticeboard and online groups). The appointed STPC will also use reasonable endeavours to investigate the feasibility of providing an internal forum to organise car sharing between staff members.



6.0 Monitoring and Review

6.1 The STP will form part of a continuous process for improvement, which requires monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and reviewing the STP.

Monitoring and Reporting

6.2 The Travel Plan will be monitored and submitted to North Tyneside Council's School Travel Plan Advisor for approval.

6.3 An annual travel survey will be used to inform the STP in order to monitor the progress of the targets set. This travel survey will identify the modes of travel utilised by staff and pupils. The time period for reporting will be agreed with North Tyneside Council.

6.4 Additional monitoring of the following is also useful to judge whether the implementation of certain measures needs to be modified. The following factors should be measured on a constant basis:

- Level of cycle parking usage and demand;
- Congestion at Hoylake Avenue / Site Access;
- The number of staff who travel to the site via single occupancy vehicles; and
- Feedback or any complaints by local residents.

6.5 The results of the monitoring and review process will be collated and results will be published within school newsletters and on the website to maintain interest.



7.0 Action Plan

- 7.1 The Action Plan is outlined in **Table 7.1** below. It sets out the measures included within the Travel Plan that are directed at influencing pupil and staff travel.
- 7.2 The Action Plan will be revised each year following the annual Travel Plan review.

Table 7.1: Action Plan

Measures	Notes	Timescale	Monitoring Method	Responsibility
Appoint STPC	School to appoint STPC	Upon occupation of the school	N/A	School
Undertake Baseline Travel Survey	STPC to undertake Travel Survey to determine baseline travel choices	Within 6 months of occupation of the school	STPC to keep a record of survey results and make available to NTC TP officers	STPC
Undertake Annual Travel Surveys and Adjust STP Objectives Accordingly	STPC to undertake Travel Surveys annually for an agreed timeframe with NTC	Annually	STPC to keep a record of survey results and make available to NTC TP officers/publish to staff and parents	STPC
Information Provision				
Sustainable Travel Information Board/Active School Travel Planner	A travel information board will be installed detailing sustainable and active travel options and providing the STPC's contact details	On-going	N/A	STPC
School Website	Sustainable travel information will be added to the school website	On-going	N/A	STPC
School Prospectus	Information on the STP will be provided within the prospectus	On-going	N/A	STPC



Newsletters and staff meetings	Newsletters will be set out promoting the use of active and sustainable travel modes. Travel issues will be raised at staff meetings.	On-going	N/A	STPC
Walking				
Sustainable Travel Information Board/Active School Travel Planner	A travel information board will be installed detailing pedestrian routes to/from the site.	On-going	N/A	STPC
Cycling				
Cycle to Work Scheme	STPC to promote cycle to work scheme	On-going	STPC to monitor participation levels	STPC
Cycle Parking	The site will provide sheltered cycle parking spaces.	On-going	During construction	Developer
Public Transport and Ride Sharing				
Public Transport Information	Information provided on sustainable travel board, in newsletters etc	On-going (will require updating)	N/A	STPC
Car Sharing	STPC to liaise with local education authority and taxi/people-carrier operators to maximise efficiency of routes.	On-going	STPC to keep a record of all pupils using taxi and people-carrier services	STPC
	STPC to liaise with staff members to organise car sharing where possible.	On-going	N/A	STPC





Appendix A Site Layout

Benton House, Front Street, Benton

Travel Plan

Outcomes First Group

SLR Project No.: 422.064829.00001

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