



St. Julie's Catholic High School

Travel Plan

December 2014

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Table of Contents

1.0	INTRODUCTION	3
1.1	<i>Background</i>	3
1.2	<i>What is a Travel Plan?.....</i>	4
1.3	<i>The Travel Plan Objectives</i>	4
2.0	POLICY CONTEXT	6
2.1	<i>The Future of Transport</i>	6
2.2	<i>Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen</i>	6
2.3	<i>Active Travel Strategy</i>	6
2.4	<i>Merseyside’s Third Local Transport Plan 2011-12 to 2015-16.....</i>	7
2.5	<i>Ensuring a Choice of Travel – Supplementary Planning Document</i>	7
2.6	<i>Merseyside Active Travel Strategy</i>	8
3.0	DEVELOPMENT OVERVIEW	9
3.1	<i>Profile</i>	9
3.2	<i>Site Access</i>	10
3.3	<i>Pedestrian & Cycle Infrastructure</i>	10
3.4	<i>Highway Access and Car Parking</i>	12
3.5	<i>Targets</i>	13
4.0	TRAVEL PLAN IMPLEMENTATION	15
4.1	<i>Action Plan</i>	15

Appendices

A – Travel Survey Summaries

B – School Catchment Plan

1.0 INTRODUCTION

1.1 *Background*

St Julie's Catholic High School is committed to developing a sustainable and effective Travel Plan, which provides a clear framework for staff, students and parents in how to access the school in a safe, convenient and affordable manner. St Julie's Catholic High School is a Voluntary Aided Roman Catholic secondary school that caters for approximately 1100 girls aged 11 to 16, with a coeducational Sixth Form in Woolton, South Liverpool. The origins of the school begin in 1851 when the Sisters of Notre Dame de Namur arrived in Liverpool to help educate families of the poor. The Sisters began delivering education provision from Woolton Hall in the 1940s and St Julie's Catholic High School emerged from a series of mergers with other schools in the 1970s and 1980s.

St Julie's Catholic High School is currently located on Speke Road in Woolton. The current site is confined by Woolton Woods immediately to the west of the school site and green space to the north. There are a cluster of separate buildings that are at least 40 years in age. These are in a generally poor condition, have reached the end of their life and are no longer fit for purpose. St Julie's Catholic High School is to undergo a complete rebuild to create modern, fit-for-purpose education facilities that can effectively deliver the full breadth of the curriculum. The new buildings will be constructed close to the existing school buildings on an expanded site. The new facilities will include performing arts spaces, indoor sports facilities, dining and social spaces, as well as new general and specialist teaching accommodation.

The student school day begins at 08:50am and lessons end at 15:15, although after school and enrichment activities take place after 15:15. The school has a predominantly local catchment and the new site is near the centre of the existing catchment for the school. The area has historical significance with Grade I listed sandstone walls to Speke Road and Woolton Street, as well as numerous mature trees to the boundaries.

The current main entrance for vehicles (staff, visitors and service vehicles) is from Speke Road, near to the junction with Woolton Street. The vehicular entrance is effectively single track access, as the width is limited by the presence of the sandstone walls and protected mature trees. There is a separate pedestrian access point with stepped access from Woolton Street for students and a second pedestrian access point, also with steps, from Speke Road, to the south of the main vehicular route.

The main vehicular access will remain as existing, as part of the redevelopment project, as it is located within easy reach of the main entrance to the new school buildings. Some minor improvement is proposed to the vehicle access by very minor widening of the 2 wing walls either side of the road, to improve forward visibility of exiting traffic. This will require taking down, and re-erecting the sandstone walls over 1.5 metres in these locations. The existing pedestrian entrance from Woolton Street will be improved by providing ramped access for disabled users and cyclists. Woolton Street is a quiet narrow street, which provides a safer environment for students to access and egress at peak times.

Student and Staff travel surveys have been undertaken to ascertain current travel modes to the school site. The student travel survey highlighted that a high proportion of students currently travel to school by a sustainable mode with approximately 54% travelling by bus

and 11% walking to school. The school is well served by public transport and has three dedicated school bus services operated by Merseytravel. The school has the potential to increase the number of students and staff members that travel to school via sustainable means. The success of a Travel Plan is often reliant on how clear and accessible the information is on sustainable travel routes and how these are communicated to staff, parents and students.

This Travel Plan should be read in conjunction with the Transport Assessment, which sets out the existing transport infrastructure, public transport routes, existing travel modes, trip generation and predicted modal split for students and staff members.

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.

St Julie's Catholic High School has conducted multiple travel surveys for staff and students. This new Travel Plan contains detailed travel information gathered from a Travel Survey for Staff and Students carried out in December 2013 and March 2014. The Travel Plan and Transport Assessment have also been used to inform the design of the new school site and buildings.

1.3 The Travel Plan Objectives

The objectives of this travel plan are as follows:

- 1.) Improve safety and reduce the risk of accidents involving students and staff travelling to and from the school;
- 2.) Reduce congestion on local routes in the vicinity of the school site;
- 3.) 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);
- 4.) Encourage staff and students to lead healthy lifestyles by walking or cycling to school;
- 5.) Increase the confidence of students, particularly in younger year groups, to allow them to travel to the school site safely and independently;
- 6.) Encourage positive behaviour by pupils travelling on public transport and via sustainable means to the school site;
- 7.) Promote good links between St Julies Catholic High School, neighbouring schools and Travelwise to encourage joined-up transport initiatives;

- 8.) Use technology to promote sustainable transport choices and provide an element of personalised travel planning;
- 9.) Create a more pleasant and safer environment for local residents, students and staff members; and
- 10.) Further improve relationships between the school, parents/guardians and the local community.

2.0 POLICY CONTEXT

This Travel Plan has been developed taking into consideration local and national guidance and policies. The following section provides an overview of some of these national policies.

2.1 *The Future of Transport*

The Government White Paper 'The Future of Transport – A Network for 2030', published in July 2004, looks at the strategic development of travel and the transport network over the next thirty years. It builds on and expands the strategic goals outlined in the Ten Year Plan for transport, 'A New Deal for Transport: Better for Everyone', which was published in July 2000. The White Paper notes that travel plans which are produced by employers and aimed at reducing car use for travel to work and travel for business can reduce commuter car driving by between 10% and 30%, at a cost to the Local Authority of no more than £2 to £4 per head per annum. As such it is recognised that local transport can be enhanced by: *"Promoting the use of School Travel Plans, workplace Travel Plans and personalised journey planning to encourage people to consider alternatives to using their cars"*.

2.2 *Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen*

In January 2011 the Coalition Government published a White Paper and launched a Local Sustainable Transport Fund to contribute towards achieving two objectives; to help create growth in the economy and to tackle climate change by reducing carbon emissions. The White Paper acknowledges that two thirds of all journeys are less than five miles and many of these journeys could easily be cycled, walked or made via public transport.

The concept of enabling choice through the provision of better information and education underpins the Government's approach to sustainable travel. A ladder of interventions shows that there is an incremental approach in terms of interventions that encourage sustainable transport choices. These interventions range from simply providing information, to the guiding of choice through changing the default, guiding choice through the use of incentives, guiding choice through the use of disincentives, restricting choice and eliminating choice.

2.3 *Active Travel Strategy*

The Department of Health and Department for Transport jointly published a new Active Travel Strategy in 2010. The strategy highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade. The guiding principles for the strategy are that walking and cycling should be everyday ways of getting around, not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment

The strategy aims are to:

- Promote better public health and well-being by increasing levels of physical activity, particularly among the most inactive people in our society;

- Increase accessibility and reduce congestion;
- Improve air quality and reduce carbon emissions.

This travel plan aims to contribute to this national Active Travel Strategy.

2.4 *Merseyside's Third Local Transport Plan 2011-12 to 2015-16*

The third Local Transport Plan (LTP3) for Merseyside sets out the transport vision and policies for Merseyside, as well as a range of short and medium term investment priorities. The stated vision for the Merseyside Transport Network is:

“A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.”

The LTP3 contains a set of priorities for the period to 2014-2015 which include:

- Implementing the Active Travel Strategy to improve and expand facilities for cycling and walking;
- Implementing the Low Emissions Strategy to reduce carbon emissions, improve health and provide a stimulus to the creation of new jobs in support of the low carbon economy; and
- Increasing the promotion of sustainable travel and behaviour change and support the Decade of Health and Wellbeing.

The LTP3 states that 37% of Liverpool's population is overweight with 16% classified as obese with a chronic lack of physical activity. Over three years Travelwise conducted several Personal Travel Planning pilot programmes in Liverpool with a view to increasing rates of sustainable travel. The results showed an 86% increase in walking trips and significant increases in bus and cycle trips. The findings demonstrate the effectiveness of personalised travel plans, particularly when combined with reward schemes.

2.5 *Ensuring a Choice of Travel – Supplementary Planning Document*

This Supplementary Planning Document (SPD) was developed in 2009 in partnership with Merseyside Local Authorities and Merseytravel to provide consistent guidance to Developers on addressing transport and access issues in new developments across the wider Merseyside area. The SPD sets out the following objectives:

- Ensure a reasonable choice of access by all modes of transport to new development;
- Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;
- Improve road safety;
- Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;

- Reduce the level of traffic growth and congestion on the strategic and local road network; and
- Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces, where appropriate.

2.6 *Merseyside Active Travel Strategy*

The Merseyside Active Travel Strategy was published in March 2011 and forms a part of the Third Local Transport Plan for Merseyside. The strategy sets out how coordinated measures can be delivered to encourage active travel. The aims of the Active Travel Strategy are:

- To improve the cycling and walking environment by creating a clear route network, infrastructure improvements and facilities that will encourage a greater number of walking and cycling trips;
- To support adults and children to be able to choose cycling and walking by providing enabling interventions and information; and
- Behaviour change marketing of active travel modes to raise awareness of, encourage and sustain walking and cycling so that they become the mode of choice for short distance trips.

The strategy states that Travelwise will work with organisations to develop workplace and destination Travel Plans that seek to encourage greater levels of cycling and walking. The strategy highlights the effectiveness of personalised travel planning, which is the most effective way of overcoming barriers and offering personal alternatives.

3.0 DEVELOPMENT OVERVIEW

3.1 Profile

St Julie's Catholic High School is currently located on Speke Road in Woolton. The current site is confined by Woolton Woods immediately to the west of the school site and green space to the north. There is one vehicular access to the site via a single track access road from Speke Road. The site boundary on Speke Road and Woolton Street has heritage listed sandstone walls and mature trees, which restrict the width of the vehicular access. The school buildings are at a higher level than the street access and the site rises by approximately 5 metres. A stepped pedestrian access to the school site is currently in place from Woolton Street and a second stepped pedestrian access is in place from Speke Road. The redevelopment of St Julies Catholic High School will provide 100% new buildings and will be constructed immediately to the north of the existing buildings. The site boundaries will be altered to suit the new school layout, with both the southern and northern boundaries moving northbound. Speke Road is located to the east of the school site and is connected to the school via a single track private access road within the school grounds. This access road provides the only vehicular route into the school grounds and will remain as the vehicular access during the construction and operational phases. Woolton Street is a narrow adopted road that forms the north east boundary of the school site. Speke Road connects to the B5171 High Street, which in turn provides a connection to the A562 Menlove Avenue/Hillfoot Road. Woolton Street is a narrow local access road and provides access only to a small number of residential properties. The site's location and organisation is illustrated in Figure 3-1 below.

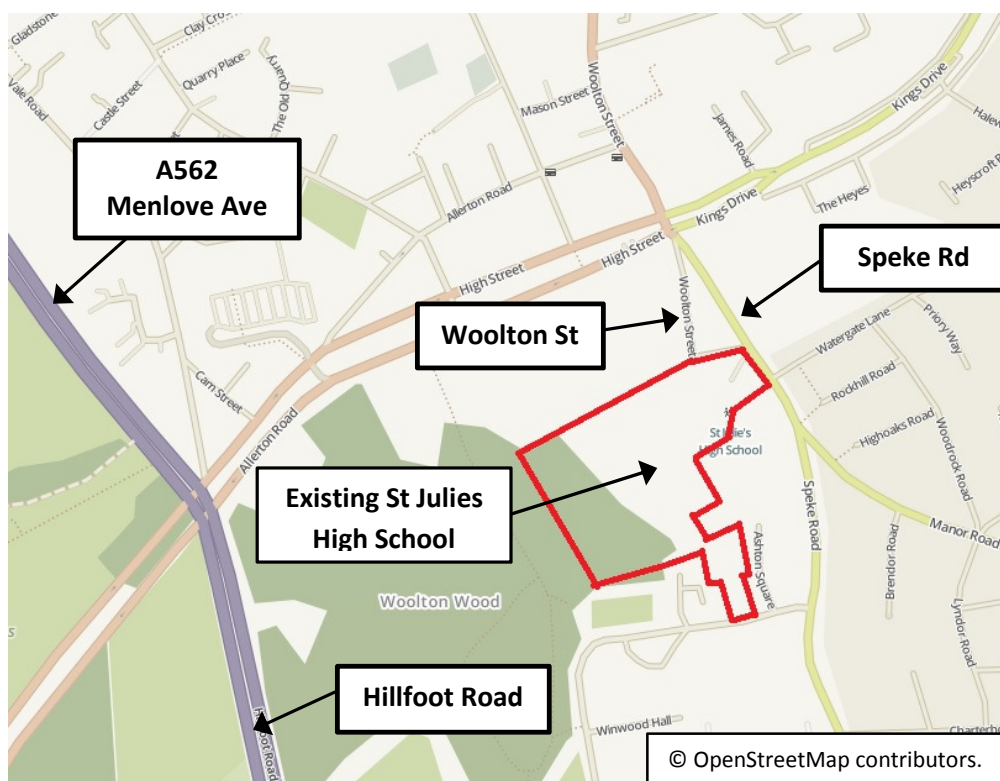


Figure 3-1: Site Location

3.2 *Site Access*

The St Julies Catholic High School site is well served by a number of bus routes, including three dedicated school bus services operated by Merseytravel. Detailed Travel Surveys of staff and students at St Julies School was undertaken between December 2013 and March 2014 and this identified that 53.9% of all students and 6% of all staff travel to school by bus. The survey also identified that St Julies High School students currently use 26 different bus routes, with the most popular routes being the No. 81/81A, No. 89, No. 615 and No. 75. The results of the Travel Survey can be found in the appendices of the Transport Assessment, and are summarised in Appendix A of this document.

Bus route 81/81A serves Speke, Hunts Cross, Woolton, Childwall, Broadgreen, Queens Drive and Bootle and has a weekday daytime frequency of every 10 minutes. The nearest bus stops to St Julies High School for this service are on Speke Road, which is to the east of the school site and near to the school entrance. These bus stops are also used by bus route number 89, which serves Speke, Hunts Cross, Woolton, Belle Vale, Huyton and Prescott. The bus stops on Speke Road are accessed via a zebra crossing, which is located near to the pedestrian entrance on Speke Road. Bus route number 75 serves Liverpool City Centre, Allerton, Woolton and Halewood and has a weekday daytime frequency of every 10 minutes.

Bus routes 615, 661 and 666 are dedicated school bus services operated by Merseytravel. School bus route 615 serves Childwall, Belle Vale, Gateacre and Woolton with one service in the morning and one service in the afternoon. School bus route number 661 serves Wavertree, Gateacre and Woolton and has one afternoon service. School bus route 666 serves Netherley, Belle Vale, Gateacre and Woolton with one service in the morning and one service in the afternoon.

For more detailed information on all bus routes, frequencies and destinations that serve the St Julies School site, refer to section 3.4 of the Transport Assessment.

There are no railway stations that are within a reasonable walking distance from the school, but Hunts Cross railway station is approximately 3.5 kilometres from the school site, which is within acceptable cycling distance. This is borne out in the travel survey results with only one student and no staff members indicating that they travelled to school by train. Services stopping at Hunts Cross are every 15 minutes to Liverpool Central via Merseyrail and every 20 to 30 minutes in each direction towards Liverpool Lime Street in the west and towards Manchester Piccadilly in the east via Northern Rail.

3.3 *Pedestrian & Cycle Infrastructure*

St Julies Catholic High School has a predominantly local pupil catchment and is located near to the centre of the natural catchment area for the school. To assist in summarising the accessibility of the site on foot, an indicative pedestrian catchment plan has been produced and is included as Appendix B of this document. which demonstrates that a number of popular residential areas are within the maximum walking distance of 2km. The plan overlays the 2km and 5km isochrones on a map that plots the home address of all pupils currently attending St Julies Catholic High School. The areas within a 2km distance include Woolton, Gateacre, Halewood Village, Allerton and Hunts Cross. The detailed Travel Survey conducted in December 2013 identified that 10.7% of pupils and 12% of staff walk to school; however the number of students walking *home* from school is likely to be significantly

higher, as some parents/guardians will transport students to school by car on their way to work and some of these students will then make their way home independently.

There are good footways on Speke Road, High Street and on most streets in the vicinity of St Julies High School. The footways on Woolton Street are narrow, which reflects the narrow traditional carriageway, but this street is only used for access and has very low vehicle speeds. The two existing pedestrian access points will be retained from Speke Road and Woolton Street, however the pedestrian access from Woolton Street will be improved to provide a ramp that will facilitate access for pedestrians with disabilities and cyclists. The existing stepped access from Speke Road will remain unchanged and these access points provide convenient access to bus stops and pedestrian desire lines.

The existing main entrance for all vehicles will remain in place from Speke Road. This is a single track access at the point of the junction with Speke Road and its width is restricted by heritage listed sandstone walls and mature trees. Some improvements to the width of the access road will be implemented within the site boundary to improve the access route for service vehicles.

There are no designated cycle routes within the immediate vicinity of the school site. The Transpennine Trail (Cycle Route 62) follows the Liverpool Loop Line and is approximately 1.5 kilometres from the school site. A safe on-road cycle route will be signed from St Julies High School to Halewood Village, which passes by the Trans Pennine Trail. This route is identified in Figure 3.2 below:

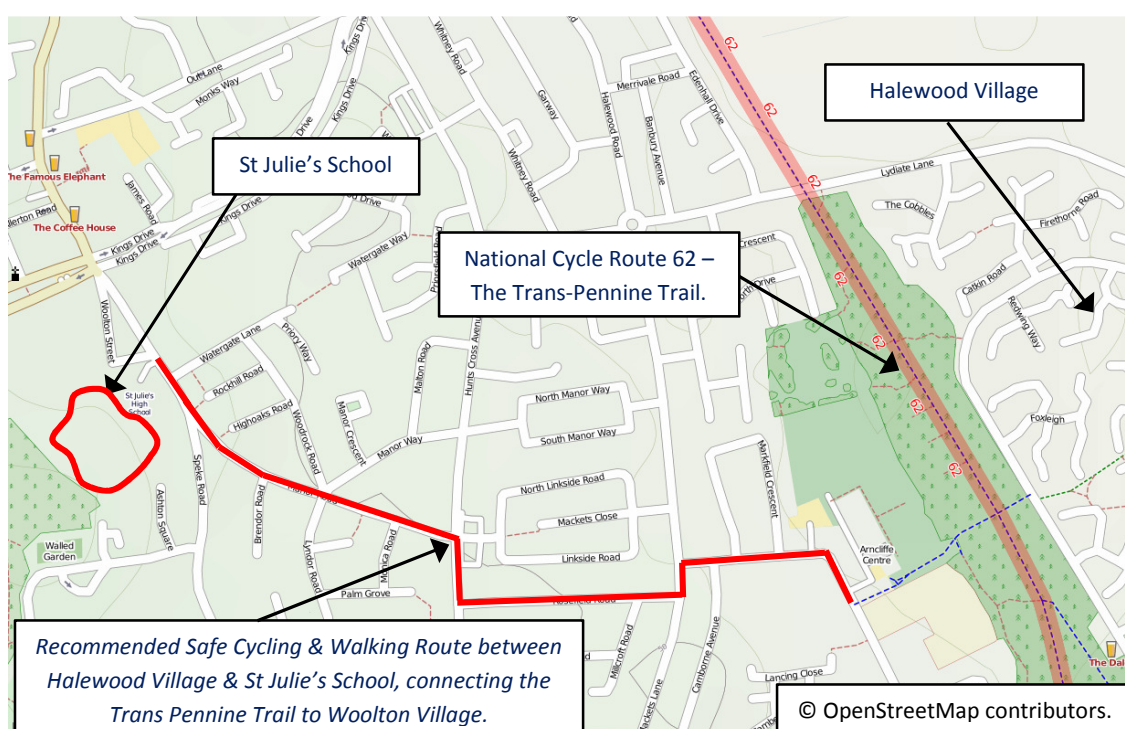


Figure 3-2: Proposed Cycle Route to Halewood Village

The existing cycle parking at St Julies High School provides for a capacity of 10 cycles. The capacity of the secure cycle parking facilities will be increased to 20 cycles (10 stands) and relocated to the front of the new school building, adjacent to the visitor parking spaces. Monthly monitoring of cycle parking usage will be recorded by the Travel Plan Co-ordinator and additional parking facilities will be installed should the demand begin to exceed supply. New build indoor sports will be constructed as part of the new build project and this will include new changing rooms, showers and lockers.

A map showing the maximum recommended cycling radius of 5km is included in Appendix B. This radius has been overlaid on a map showing the home locations of all students that currently attend St Julies Catholic High School and shows that the vast majority of students are within reasonable cycling distance of the school site. Bikeright! Is a cycle development organisation that offers bicycle maintenance courses at various levels and cycle proficiency training. Free cycle proficiency training is available through Travelwise at Level 2, Level 3 and Level 3 Plus. St Julies High School have received some of this training previously, but a further programme of training is planned to be offered to all students in Years 7, 8 and 9 who had not yet had this training, with Level 3 Plus offered to students for the first time. The School will continue to participate in initiatives such as Bike Week and Road Safety Week.

An analysis of the Road Traffic Accidents in the vicinity of St Julies High School has been undertaken, (see Transport Assessment section 6). The study reveals that over the 5 year period to December 2014 there were 4 recorded accidents involving pedestrians and 1 accident involving a cyclist. The accident involving the cyclist resulted in the fatality of the cyclist and occurred at the junction of Speke Road and High Street. The levels of recorded accidents are considered to be low, which reflects the primarily residential nature of the area. The Transport Assessment sets out a range of measures to further improve safety for all road users. The visibility of the zebra crossing on Speke Road will be assessed to improve visibility for car drivers.

3.4 Highway Access and Car Parking

The highway access arrangements will remain unchanged as a result of the new build project, with vehicular access continuing to be provided via an access road from Speke Road. Some minor widening of the wing walls on either side of the entrance are proposed, to help improve forward visibility for exiting traffic. The car parking layout has been redesigned to cater for the new location of the school buildings and provides distinct spaces for disabled users, visitors and staff. The staff car parking is located to the west of the school site and will be clearly signed. Disabled and visitor car parking will be located to the north east of the school site near to the new main entrance to the buildings.

The new entrance will provide access to a new single car parking area for 93 vehicles plus 7 disabled parking bays.

The detailed Travel Survey conducted in February 2014 identified that 68% of all staff members at St Julies High School drive to school with a further 10% of staff members

traveling to school as car passengers. The survey showed that 12% of staff members walk to school, 6% use the bus and 3% (4 staff members) cycle to school. The survey results indicate that the planned car parking numbers will accommodate all staff members who currently drive to school and some on-site visitor parking.

Car sharing is already used by a number of staff members at St Julies High School and the survey results showed that this is particularly common for support staff such as cleaning and catering staff. To further improve rates of car sharing and reduce trips by car, a staff car sharing database is to be established by the Travel Plan Coordinator at St Julies High School. Such databases have proved to be popular at other schools and institutions and reduce travel costs. Staff will be provided with sustainable transport options as part of the recruitment and induction process, as well as promoting these through staff briefings.

At least 4 staff members currently cycle and 12% of all staff walk to school. Cycle facilities will be enhanced as part of the redevelopment work with new secure cycle parking in easily accessible locations on direct access routes through the school site. New indoor sports facilities are also being constructed, including new changing rooms, lockers and showers for staff and students.

Students will be strongly discouraged from travelling to school by car and modes of sustainable travel will be actively promoted, as set out in this Travel Plan. The Travel Plan Coordinator and designated staff will actively monitor any pupil drop-off activity to the school. Newsletters and the school website will be used to remind parents & guardians not to contravene parking and waiting restrictions and to discourage travel to school by car.

3.5 Targets

Tables 3-1 and 3-2 below set out the travel targets that this Travel Plan has been designed to achieve. A detailed Travel Survey will be conducted annually in February each year, to avoid seasonal bias, and monitor travel behaviours. The annual review of the Travel Plan and analysis of the annual Travel Surveys can be undertaken by older students, as part of a specific project, with assistance from outside professionals.

St Julies Catholic High School would find value in using iTrace as a means for monitoring the annual performance of their Travel Plan. iTrace is a software system implemented by over 33 local authorities, which allows schools and workplaces to easily monitor their Travel Plans on an online system, should Liverpool City Council decide to purchase the software in the future.

Mode	Existing - Dec 2013 (Total %)	Target – Sep 2016 (Total %)	Target - Sep 2018 (Total %)
Walk	10.7%	14%	18%
Cycle	0.1%	2%	4%
Bus	53.9%	58%	62%
Car	35%	25%	15%
Other (Train or Taxi)	0.3%	1%	1%
Total	100%	100%	100%

Table 3-1: Student Travel Mode to School

Mode	Existing - Mar 2014 (Total %)	Target – Sep 2016 (Total %)	Target - Sep 2018 (Total %)
Walk	12%	15%	17%
Cycle	3%	4%	6%
Bus	6%	10%	12%
Car (Driver)	68%	55.5%	47%
Car (Passenger)	10%	14.5%	17%
Other (Train or Taxi)	1%	1%	1%
Total	100%	100%	100%

Table 3-3: Staff Travel Mode to School

4.0 TRAVEL PLAN IMPLEMENTATION

4.1 Action Plan

A Travel Plan Co-ordinator for the School is to be appointed for September 2015. They will be responsible for implementing & reviewing the Travel Plan, liaising with Form Tutors and Heads of Department with regards to transport initiatives, arranging for regular updates on transport options on the school website, newsletter and display media, arranging travel surveys, promoting sustainable travel and monitoring the effectiveness of the Travel Plan.

This action plan contains specific measures for different transport modes, as well as some general measures, detailed in Tables 4-1 to 4-5 below.

Measure	Date for Completion	Responsibility
Install new cycle parking	Spring 2017	Kier construction, as part of the redevelopment project
Implement improved cycle markings on internal paths	Spring 2017	Kier construction, as part of the redevelopment project
Construct new changing facilities and install lockers for staff and students	Autumn 2016	Kier construction, as part of the redevelopment project
Offer Level 3 Plus Cycle Proficiency Training to all students	Autumn 2015 (repeated annually)	Travel Plan Coordinator to contact BikeRight! on 0151 482 5703
Deliver bicycle maintenance training to interested students through BikeRight! or a suitable member of staff	Spring 2016	Travel Plan Coordinator to arrange suitable course and promote via posters, Form Tutors and at assemblies
Sign a safe cycle route between the school and Halewood Village, along local roads.	Spring 2017	Kier construction, as part of the redevelopment project
Promote new cycle route link to students	Spring 2017	Travel Plan Coordinator to promote new cycle route to Halewood at School Assemblies, via posters and the school website

Table 4-1: Cycling Action Plan

Measure	Date for Completion	Responsibility
Review the visibility of the zebra crossing on Speke Road when approaching from the south	Autumn 2015	Kier Construction, as part of the redevelopment project
Integrate road safety resources into the Key stage 3 and Key Stage 4 curriculum for PSHE, Science, English and Drama using the Think! Education resources and lesson plans	Autumn 2015	Deputy Head to ensure Heads of Department review the curriculum resources available through the Think! Education website and integrate into their curricula

Table 4-2: Walking Action Plan

Measure/Event	Date for Completion	Responsibility
Provide detailed public transport information (including routes & ticketing) on the school website and in student enrolment packs	By Oct 2015	Travel Plan Coordinator
Arrange with Merseytravel to have links to real time information on the school website	By Oct 2015	Travel Plan Coordinator to contact Merseytravel to arrange

Table 4-3: Public Transport Action Plan

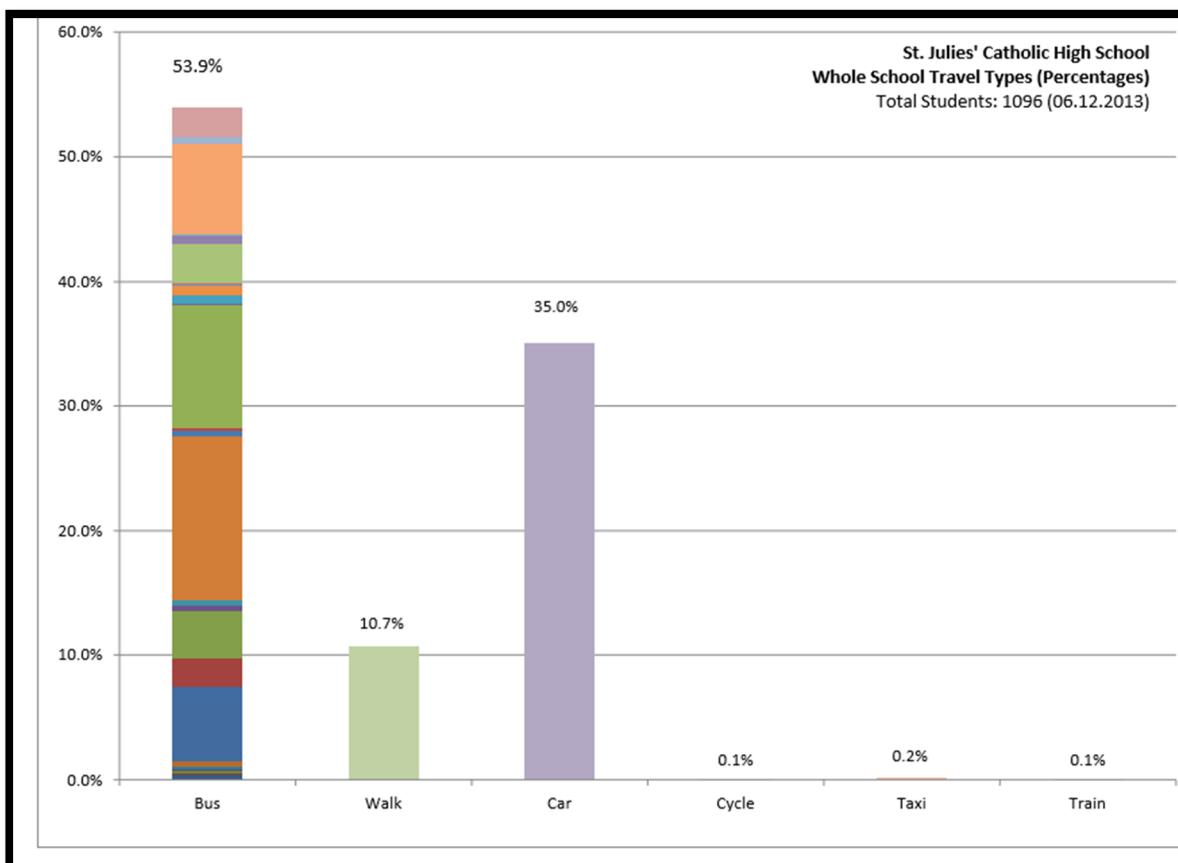
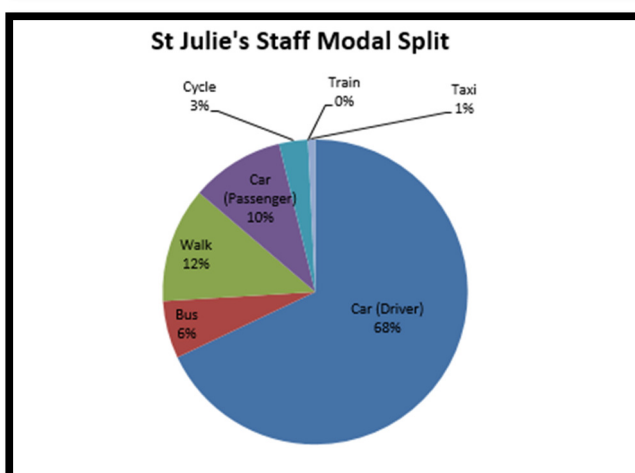
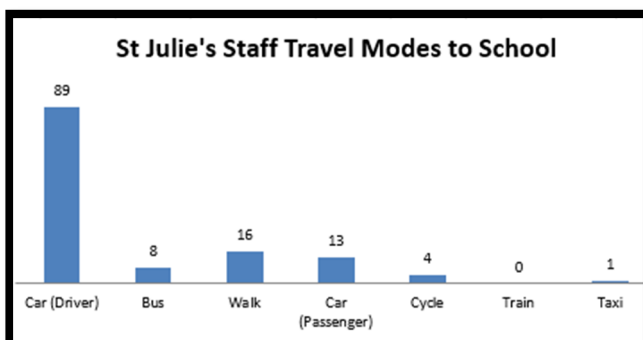
Measure/Event	Date for Completion	Responsibility
Build new single car park with 80 staff car parking spaces, 13 visitor spaces and 7 disabled parking spaces	Spring 2017	Kier Construction, as part of the redevelopment works
Establish a car sharing database for St Julies High School	Autumn 2015	Travel Plan Coordinator to progress. Promote at staff briefings.
Reduce number of students and staff traveling to school by car and on-street parking in inappropriate locations	Autumn 2015 (ongoing)	SLT to include in school newsletters, letters to parents and other reminders. Travel Plan Coordinator to liaise with the police for enforcement of restrictions, when necessary.

Table 4-4: Car Reduction Action Plan

Measure/Event	Date for Completion	Responsibility
Produce a communications strategy to ensure that marketing and promotion of the Travel Plan occurs on a regular basis via regular email updates, newsletter and a dedicated webpage.	Autumn 2015	Travel Plan Coordinator to develop webpage with IT and present brief communications strategy to SLT for approval
Carry out annual Staff and student travel surveys	February 2016 (repeated annually)	Travel Plan Coordinator to arrange with students as a project
Complete first annual monitoring report and explore with Liverpool City Council whether they are to implement the iTravel software across the LA area for all schools to upload and monitor their Travel Plans	March 2017	Travel Plan Coordinator to coordinate and facilitate a student project to monitor the effectiveness of the yearly travel plan

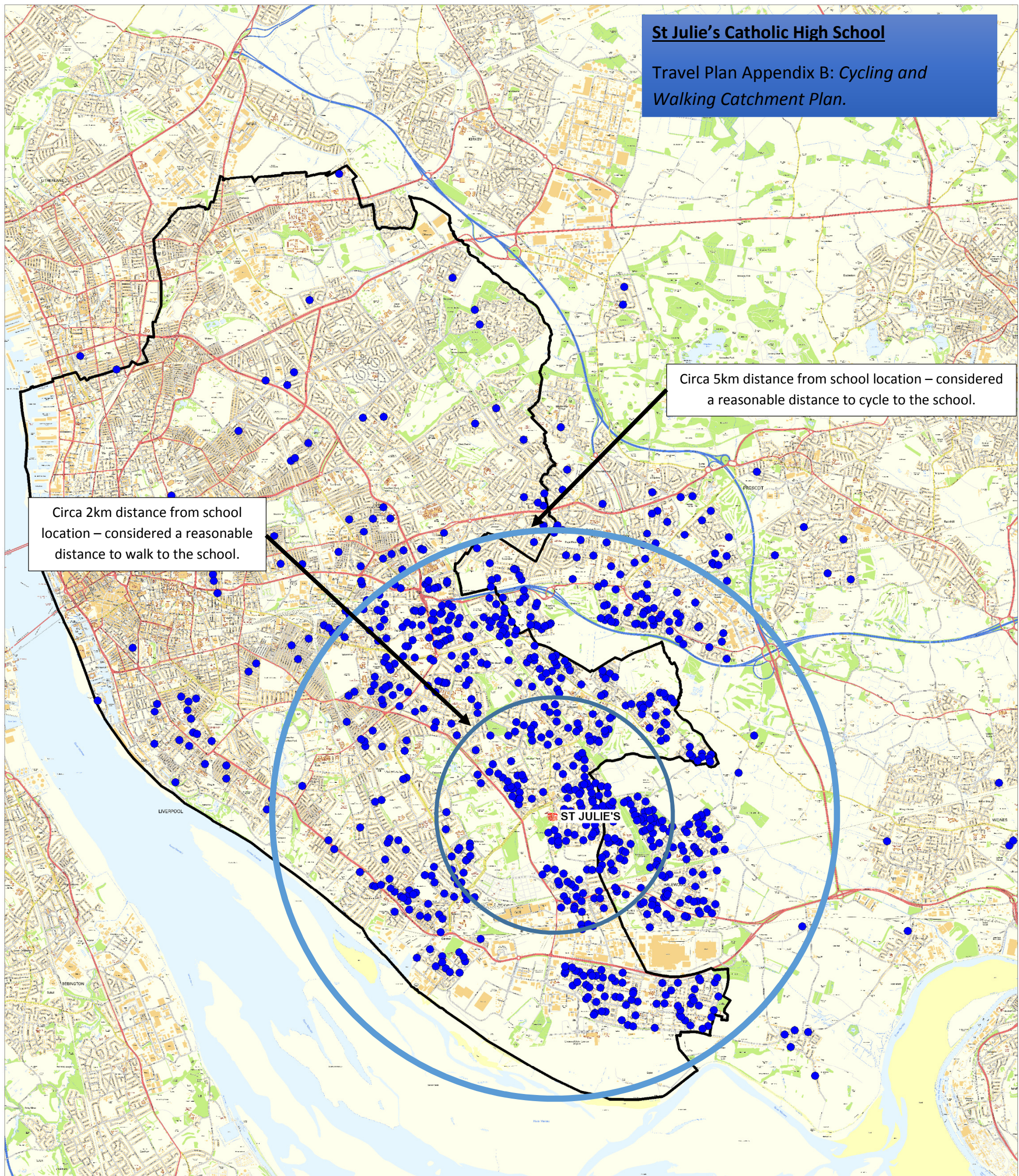
Table 4-5: General Implementation Plan

Appendix A – Staff and Student Travel Survey Summaries – Dec 2013 – March 2014



St Julie's Catholic High School

Travel Plan Appendix B: *Cycling and Walking Catchment Plan.*



**St Julie's pupils
January 2013 Census**

Children's Services, School Organisation Team, 2nd Floor, Millennium House, Victoria Street, Liverpool.
GIS Team: 233 2752

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Date:

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