

The High School
Leckhampton



THE HIGH SCHOOL LECKHAMPTON

TRAVEL PLAN

June 2021

PRORSU



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MISSION STATEMENT

As sponsors of The High School Leckhampton (HSL), Balcarras Multi Academy Trust is aware of the need to reduce the impact of any traffic generated by the school, promote sustainable safe travel and to work to minimise the impact of travel to and from the school through the implementation of this Travel Plan.

The management team of the HSL are committed to expand opportunities for accessing the site by foot, bicycle and bus and will discourage single-occupant car journeys and drop offs to the site.

We support all the sustainable travel options detailed in this Travel Plan and will facilitate good travel habits amongst staff, and pupils and their families. As a result, we will see the benefits to ourselves, the local community, as well as our pupils and their parents to the immediate environment and beyond.

Through the implementation of the Travel Plan we aim to reduce solo car journeys made to the school, reduce dangerous and obstructive parking and increase sustainable travel to the site. This in turn will help The High School Leckhampton be good neighbours within the local community.

Mr D Burke – CEO Balcarras Multi Academy Trust

1 Introduction

Brief

- 1.1 Initially, an Interim Travel Plan (ITP) was produced by Cotswold Transport Planning Ltd (CTP) in support of a planning application for The High School Leckhampton (HSL) on Farm Lane, Cheltenham.
- 1.2 The ITP set out initial principles and suggested management mechanisms for adoption in the detailed Travel Plan to reduce single occupancy car trips to/from the site and facilitate sustainable modes of travel.
- 1.3 This was the first stage in sustainable travel planning for the site. It is anticipated that the planning approval will be accompanied by a condition for the agreement of the detailed travel plan prior to occupation once the school management team is in place and the operational details of the site are fixed such as use by the public, opening and closing times etc.
- 1.4 The ITP included measures that have been proven to maximise returns in terms of car trip reductions. Further, the infrastructure proposals, both on and off-site, have been developed to enhance accessibility and accord with local and national transport policy and guidance.
- 1.5 This has now been superseded by this detailed Travel Plan produced by the HSL for the following three years.

The Site

- 1.6 The single building, multi-storey school has ancillary car parking with a 116 allocated parking spaces, a drop off zone for parents capable of accommodating 6 vehicles at any one time, and 115 covered and secure cycle parking, Multi-Use Games Area (MUGA) capable of additional parking for special events, sport pitches (natural and synthetic), hard and soft landscaping, and associated works, together with associated infrastructure improvements on the local highway.

Background

- 1.7 The High School Leckhampton (HSL) will have a capacity of 900 pupils aged from 11-16 and is expected to employ circa 100 teaching and assisting staff when fully occupied. Balcarras School have been appointed by the Local Authority Education Authority, Gloucestershire County Council (GCC), as the sponsor for the HSL.

1.8 It is anticipated that the opening of the school will be September 2022 and the admissions will be phased year by year. Due to the delay in completion of the building project, Years 7 and 8 pupils will be admitted in Year 1, then new intakes will take place year on year for the following three years.

1.9 **Table 1.1** shows the admission for the first five years the school will be in operation. This shows that the school reaches full capacity in Year 6 onwards when there will be 900 pupils from September 2027.

1.10 It is anticipated that once fully occupied Years 7-11 will have a pupil roll of up to 180 per year group.

	Year 1	Year 2	Year 3	Year 4	Year 5
	MVN	MVN	MVN	MVN	MVN
Key Stage 3	240	390	450	510	540
Key Stage 4	0	0	120	240	270
Total	240	390	570	750	810

Table 1.1: Minimum Viable Number (MVN) of Pupils by Academic Year

1.11 The school will support the future local residential growth in the area. This includes the committed 377 dwellings associated with land off Farm Lane (Planning Reference Number 14/00838/FUL) and the emerging allocation in the Cheltenham Local Plan of 350 dwellings immediately to the north of the application site (MD5).

1.12 The number of pupils with special educational needs who will attend the school is not known at this stage. Transport will be organised as appropriate for these pupils.

1.13 The school sports facilities will also be open for private hire outside of school hours at evenings, weekends and school holiday periods to pre-agreed, pre-designated clubs and associations and group bookings, rather than ad-hoc membership use during weeknights, weekends and during school holiday periods.

1.14 A site location plan is presented in **Appendix A** and the site layout plan is attached as **Appendix B**.

1.15 It is intended that this Travel Plan will be adapted and reviewed, year on year, over time, in line with the gradual growth of the school, which will be fully occupied in 2027.

1.16 Whilst the operational hours of the school are not fixed at the time of writing, it is anticipated that the school day will begin around 08:45 and finish around 15:30. It is anticipated that there will be before and after school clubs that will further stagger the impact.

1.17 The head teacher of the HSL is **Mrs Helen Wood**.

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- 1.18 The DfE unique school reference number is **916/4022**.
- 1.19 The URN is **148563**
- 1.20 The name of the appointed Travel Plan Coordinator is **Mr Jonathan Pearce**.

Scope of the Travel Plan

- 1.21 This TP aims to maximise sustainable travel choices to the school and reduce car use as well as obstructive/illegal parking.
- 1.22 The development of the TP makes a good public health sense, since the underlying objective is to reduce car travel. The reduction of care travel harbours many benefits for health, including reduced air pollution, road traffic accident prevention, and a potential increase in healthy activities such as walking and travel by bicycle.
- 1.23 Improvements and increased awareness sustainable modes can okay a significant role in improving access opportunities.

Aims of the Travel Plan

- 1.24 The Travel Plan sets out a framework of how the whole School is designed to reduce the travel impacts of pupils, staff and visitors to the site.
- 1.25 The aim of this TP is to minimise and reduce the impact of school travel on the local area. In doing so, a number of associated aims have been set:
- i) to maximise the number of pupils travelling to the school by sustainable modes
 - ii) to maximise the number of staff travelling to the school by sustainable modes
 - iii) to promote the health benefits of walking and cycling
 - iv) to minimise the conflict between pedestrians, cyclists and vehicles entering and leaving the site
 - v) to provide appropriate cycle and pedestrian facilities to the school and on site
 - vi) minimise the number of single occupancy car trips to the site

2 Travel Plan Context and Management Structure

What is a Travel Plan?

- 2.1 This Travel Plan seeks to reduce car use, influence parking behaviour and encourage alternative transport choices. It sets aims and tangible targets so that 'real' change in transport behaviour can be achieved.
- 2.2 The ultimate aim of any Travel Plan should be to influence long-term changes in travel behaviour by providing the right package of measures that promote and value sustainable transport initiatives. It is crucial to the success of this Travel Plan that the measures are site specific and tailored to the needs of the future users of the site.
- 2.3 A Travel Plan is a dynamic process, which will grow and develop with time, and adapt to the changing circumstances of the site and the environment in which it works. It should be stressed that the TP will be flexible, as to which measures are implemented, and allow for changes to be made in line with TP performance.
- 2.4 This Travel Plan is a school specific strategy to reduce car use and promote sustainable travel as well as improve the safety and health of children. Once the site is occupied, the Travel Plan will be continually updated every year as the school population grows, based on consultations with the whole school community and other stakeholders.

Requirement for a School Travel Plan

- 2.5 A Travel Plan is a positive tool that will have real benefit to the users of the site and of the community surrounding it.
- 2.6 Travel Plans help to reduce the impact of travel on the environment, reduce costs for individuals and have a number of benefits such as:
- i) informing the design and operation of the development
 - ii) improving the health of all users of the site by promoting measures such as walking and cycling
 - iii) reducing congestion and improving access to the site, which has the knock-on effect of reducing local pollution levels in terms of noise and harmful vehicle emissions such as carbon monoxide, oxides of nitrogen and particulates
 - iv) improving accessibility by facilitating and promoting sustainable transport initiatives, thus reducing reliance on the car

2.7 The site is located in a residential area and particular care and attention will be taken to minimise the impact of the school on residential neighbours and on the surrounding road network.

Key National Policy and Guidance

2.8 The main thrust of recent national and local policy guidance is to:

- v) reduce car dependency
- vi) make walking and cycling trips easier
- vii) encourage public transport trips

2.9 Paragraph 110 states applications for development should:

'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards

d) allow for the efficient delivery of goods, and access by service and emergency vehicles

Key Local Policy and Guidance

2.10 The High School Leckhampton site provides safe pedestrian and cycling routes and, because of the longer distances travelled, good access for those pupils arriving by public and school transport.

Cheltenham Place Vision

2.11 The Cheltenham Place Vision sets out a vision for the Town, where:

- all people and communities people live in thrive
- where culture and creativity thrives and is celebrated and enjoyed throughout the year
- where businesses and their workforces thrive

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- where everyone thrives

Transport Strategy for Gloucestershire to 2041

2.12 The Local Transport Plan (LTP) sets out the issues and priorities for the County and identifies the approach to managing the increased transport demand. Four key objectives for the plan period have been set, which are as follows:

- Support sustainable economic growth
- Enable community connectivity
- Conserve the environment
- Conserve community health and well being

2.13 The LTP recognises that this must be balanced during a time when we all need to take responsibility to reduce transport derived carbon emissions in line with national commitments made in Paris December 2015 as part of the COP21 agreement (The 2015 United Nations Climate Change Conference. Conference of the Parties (COP)).

Cheltenham Borough Council Air Quality Action Plan (2014)

2.14 The HSL will be located in an Air Quality Management Area (AQMA), which is a zone where improvements in air quality must be implemented. When an AQMA has been declared by a local authority, the authority must provide an Air Quality Action Plan. This is a detailed document which must state how the authority intends to reduce the pollution levels that have been exceeded, in order to meet the national air quality standards.

2.15 Taking this forward, Cheltenham Borough Council produced an Air Quality Action Plan (April 2014), which lays out a number of actions that if implemented could have a positive impact on air quality within Cheltenham. We will be mindful of these actions and employ them where appropriate.

2.16 The document aims to identify actions that will improve existing air quality whilst linking air quality considerations to wider policy to ensure that any potential air quality impacts of future traffic growth and development are minimised.

2.17 The overriding aim of the Air Quality Action Plan is to encourage more sustainable travel choice through movement away from single occupancy private vehicle use to public transport, cycling and walking.

2.18 Within the Plan, Cheltenham Borough Council in conjunction with Gloucestershire County Council has produced a list of potential measures that should help to reduce air pollution in the Borough, which are as follows:

- 1) Highway Improvements
- 2) Air Quality Information
- 3) Promotion of Park and Ride
- 4) Promotion of Personalised Travel Plans
- 5) Bike-It-Officer
- 6) Promotion of Greener Vehicles
- 7) HGV and LGV restrictions
- 8) Increased Car Share
- 9) School Travel Grants
- 10) Business Travel Grants
- 11) Wayfinding Initiative
- 12) Promote the development of workplace Travel Plans
- 13) Planning Policy for Air Quality
- 14) Traffic Light Appraisal
- 15) Bus and Taxi Quality Partnership
- 16) Twenty is Plenty
- 17) Encourage a low emission bus fleet
- 18) Promotion of green planting in urban areas
- 19) Vehicle management signage
- 20) Cycle safety improvements

2.19 Cheltenham Borough Council have declared a 'Climate Emergency', with a pledge to make Cheltenham carbon neutral by 2030 and our implementation of the measures above will go towards meeting this target.

Summary

- 2.20 With the emphasise from national and local government on the promotion and facilitation of sustainable access to new developments, this TP, along with the significant pedestrian and cycle infrastructure improvements as part of this development to provide safer routes to school, will provide the best possible environment with which to reduce the impact of car travel to/from the HSL.

School Travel Plan Co-ordinator (STPC)

- 2.21 For this Travel Plan to succeed, it will be treated as an ongoing programme, requiring regular input. The STPC will provide the focus for the STP to promote, implement and monitor it. To ensure a fully integrated Travel Plan, the STPC will feed information and data into the Travel Plan Steering Group (TPSG). The role of the STPC is to co-ordinate the planning, surveying and promotion of the STP. In summary, the duties of the STPC are to:

- i) promote and encourage the use of alternative modes of transport (active travel modes)
- ii) provide information and updates to staff, parents/guardians and pupils
- iii) provide information and updates of STP measures
- iv) arrange annual travel surveys
- v) liaise with GCC, the Travel Plan Steering Group and parents/guardians

- 2.22 Administration of the Travel Plan will involve the maintenance of necessary systems, databases, paperwork, consultation and promotion. These duties would be permanent for the duration of the plan. Regular updating of the Travel Plan document will form part of the responsibilities of the TPC. The TPC will report to GCC/Thinktravel team and regular meetings will be held to discuss the progress and development of the Travel Plan, the first of which will take place once the baseline surveys are completed and reviewed (see Section 5 for further details).

School Travel Plan Management

- 2.23 To ensure a long-lasting Travel Plan legacy, it is crucial that there is the right management structure in place to continually support and drive the STP forward. Therefore, a TPSG will be established so that Travel Plan implementation and monitoring continues to be well managed.

2.24 We plan that the TPSG will consist of the following:

- i) the Head Teacher
- ii) the STPC
- iii) at least one school governor
- iv) pupil representatives
- v) a parent/guardian representative
- vi) GCC Thinktravel representative

2.25 The range of stakeholders ensures that input is wide ranging, providing a sense of ownership for the Travel Plan. Staff, pupils and parents/guardians have first-hand knowledge of issues experienced when travelling to the site and can therefore offer realistic approaches to improving access by sustainable modes.

2.26 As well as the TPSG, the school will seek to identify a Student and Road Safety Travel Team that will encourage road safety and behavioural change through the Travel Plan initiatives and promote this in the curriculum and during assemblies.

3 Site Composition and Accessibility

Site Location and Composition

- 3.1 The HSL site is located on land adjacent to Farm Lane, to the south of the A46 Shurdington Road, within the civil parish of Leckhampton, which is located approximately 2.5km to the south of Cheltenham town centre.
- 3.2 The site, its context and relationship with immediate adjoining areas is illustrated in **Appendix A**.

Existing Access Arrangements

- 3.3 The school is served via two access points, one off Farm Lane and the other from Kidnappers Lane.

Local Highway Network

Kidnappers Lane

- 3.4 Kidnappers Lane, from which vehicular and pedestrian/cycle access into and out of the site will be taken, is a single carriageway, two-way vehicle movement road, characterised by two distinct sections, and which have irregular alignments that route north-south and west-southeast. Kidnappers Lane forms a priority ghost-island right turn junction with the A46 Shurdington Road to the north and with Church Road to the south.
- 3.5 The northern section, between Farm Lane and the A46 Shurdington Road, is approximately 6m wide single carriageway two-way vehicle movement road that is approximately 280m in length, and which routes north to south. It is subject to a 30mph speed limit, has streetlight provision and is bordered by verges and hedgerows to the east and residential dwellings to the west.
- 3.6 It should be noted that all of the residential dwellings along Kidnappers Lane have access to private driveways; therefore, typically, little on-street parking occurs along the carriageway.
- 3.7 The southern section, between Farm Lane and Church Road, is typically a 4 - 4.5m wide single carriageway, two-way vehicle movement road, approximately 1km in length, that routes roughly north-west to south-east. The southern section is divided into distinctive rural and urban segments.
- 3.8 The rural section extends eastward for a period of 800m from the junction with Farm Lane and currently does not benefit from footways and has intermittent street lighting,

is subject to a 30mph speed limit and is bound by grass verges and hedgerows with periodic detached dwellings and market gardens along both sides of the carriageway. The urban section, which runs from the junction with Church Road and extends 130m northwards to Rectory Court, has continuous footway provision along the western side of the carriageway, interment provision along the eastern side, street lighting and is subject to a 30mph speed limit.

Farm Lane

- 3.9 Farm Lane, from which vehicular and pedestrian/cycle access into and out of the site will also be taken, is a single carriageway, two-way vehicle movement road, approximately 750m in length, that routes north to south, along the western boundary of the site, between Kidnappers Lane and Leckhampton Lane/Church Road.
- 3.10 Farm Lane leads into Kidnappers Lane to the north and forms a crossroads junction with Leckhampton Lane, Church Road and Crippetts Lane to the south. To the south of the site, as part of the Farm Lane development (Planning Ref Number 14/00838/FUL), Farm Lane has been realigned from the north into the development with Farm Lane from the south forming a priority junction with the new access road. Along its entirety it is subject to a 30mph speed limit.
- 3.11 It should be noted that all of the residential dwellings along Farm Lane have access to private driveways; therefore, typically, little on-street parking occurs on the carriageway.
- 3.12 Where Farm Lane passes the school, it has street lighting provision and is bordered by hedgerows to the east and residential dwellings to the west. Two-way vehicle movement is easily achieved in this section. Upon approach to the crossroad junction to the south, Farm Lane is bordered by verges and hedgerows, along both sides of the carriageway and does not have streetlight provision. The road narrows in this section to typically 3.5m wide.

Church Road

- 3.13 Church Road is a single carriageway residential road, with residential properties fronting it on both sides, that runs in a roughly east-west alignment. It forms a mini-roundabout junction with Leckhampton Road to the east and merges into Leckhampton Lane to the west. Church Road is subject to a 30mph speed limit and within proximity to LPS has illuminated footways on both sides of the carriageway.
- 3.14 Church Road is the main link road from the southern side of Cheltenham to the A46 Shurdington Road to the west, which leads to the A417 and beyond to M5 Junction 11a. As such, in the AM and PM network peak periods, Church Road also acts as a commuter route to and from the A46 Shurdington Road. Congestion, therefore, can occur on the approach to Hall Road and Leckhampton Road, in the vicinity of Leckhampton C of E Primary School (LPS).
- 3.15 A 'School' flashing Wig Wag sign is in place on the northbound approach to the junction with Hall Road.
- 3.16 At the junction with Kidnappers Lane, to the south-west, the footway on the south-eastern side concludes. However, the footway on the opposite side continues for the length of Church Road and links to the new residential development off Farm Lane development access, to the west of LPS.
- 3.17 Double yellow lines are present at the junction between Church Road and Hall Road with pencil bollards adjacent to informal dropped kerb crossings. Between the mini-roundabout junction and Hall Road there are also intermittent bollards along the southern side of the carriageway to prevent parking.
- 3.18 At the junction with The Close, on the northern side of Hall Road for approximately 100m, there are formal marked parking bays with intermittent bollards to prevent parking on the pavement on the southern side of the carriageway.
- 3.19 Church Road is subject to a 7.5 tonne weight restriction.

Leckhampton Lane

- 3.20 Leckhampton Lane is a single carriageway, approximately 1.5km in length, that routes east-west between Farm Lane and the A46 Shurdington Road. It has a 6m wide carriageway, which is bordered by verges and hedgerows, with no street lighting or footway provision across the majority of its length. A 2m wide footway is present on the northern side of Leckhampton Lane, between the access junction, serving the Farm Lane development, and the crossroad junction with Church Road, Farm Lane and Crippetts Lane. It is subject to a 30mph limit, which increases to 50mph approximately 350m west of its junction with Farm Lane, before reducing to 30mph a further 650m west.
- 3.21 Leckhampton Lane forms a priority junction with the A46 Shurdington Road to the west and forms a crossroad junction with Church Road, Farm Lane and Crippetts Lane.

A46 Shurdington Road

- 3.22 The A46 Shurdington Road is an arterial single carriageway that routes north-east to south-west. Within the vicinity of the application site the A46 Shurdington Road corridor forms a roundabout junction with Up Hatherley Way to the south-west and a mini-roundabout junction with Norwood Road, Bath Road and Leckhampton Road. It benefits from continuous footway provision along the northern side of the carriageway and intermittent footways along the southern side, has street lighting provision and is subject to a 40mph speed limit in the vicinity of the application site.
- 3.23 From the Up Hatherley Way roundabout junction to Moorend Park Road, Shurdington Road (A46) routes north-east for approximately 1.3km where it connects to Moorend Park Road via a signalised crossroad junction. This section is characterised by a 7m wide single carriageway, streetlight provision, continuous footway along the northern side of the carriageway and is subject to a 40mph speed limit.
- 3.24 From the signalised crossroad junction with Moorend Park Road, Shurdington Road (A46) routes north-east for approximately 500m where it forms a mini-roundabout junction with Norwood Road (exit movements are prohibited), Bath Road and Leckhampton Road. It is subject to a 40mph speed limit, which reduces to 30mph adjacent the junction with Painswick Road, streetlight provision is present and there are pedestrian footways on both sides of the carriageway.

School Catchment

- 3.25 The HSL has a defined Area of Priority which is published on its website. This is a relatively small area and it is anticipated that only around 80 pupils will be drawn from it. The rest of the intake will be by siblings and proximity to the school. Indeed, many drawn from this criterion will be living nearer to the school than those from the priority area. The proximity of the school to a prospective pupil's home is likely to be the most significant consideration in the selection of the HSL by parents.
- 3.26 Following on from presenting this to GCC Highways, for the purposes of robustness with regards to the traffic modelling requirements of the application, GCC Highways Development Management requested that postcode pupil data from the areas of Hatherley, The Reddings, Benhall and St Marks be included within the catchment for assessment, which added an additional 1,104 potential pupils and this is shown attached as **Appendix D** (scenario 2).

New Housing Developments

- 3.27 The housing developments nearby, from which pupils are likely attend the HSL include:
- i) Redrow Homes (377 dwellings)
 - ii) Miller Homes - Cheltenham Plan Emerging Policy MD5: Housing Allocation (350 Dwellings).

Walking and Cycling

- 3.28 The IHT publication in 2000, "Guidelines for Providing Journeys on Foot" identifies the following walking distances when planning for journeys to Schools:
- i) desirable (500m)
 - ii) acceptable (1km)
 - iii) preferred maximum (2km)
- 3.29 It is expected that a significant proportion of pupils will be able to walk or cycle to the HSL. This is confirmed by the first cohort of pupils who have had successful applications to the school.
- 3.30 This is also supported by statistics published in 'National Travel Survey 2016' (DfT), which found that that 80% of all trips of less than 1 mile (1.6km) were made on foot.

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- 3.31 To illustrate the catchment of the preferred maximum walking distance from the site, attached as **Appendix E** is an isochrone map illustrating the IHT's desirable, acceptable and preferred maximum walking distances to the new Secondary School.
- 3.32 In terms of cycling to a school, there are no specific guidelines on how far is acceptable, but it unlikely that any pupil attending the school will live more than three miles away.
- 3.33 LTN 1/20 states general cycle trips under 4.8km are not uncommon, which for staff would be acceptable, however, it is considered that acceptable cycle distance for a secondary school pupil would be lower than this, which would be in line with the likely catchment of the site. To provide a robust assessment, acceptable cycle distances for pupils has been identified with a preferred 20-minute maximum cycle time to the HSL.

Barriers to Pedestrian and Cycle Access

- 3.34 When developing a Travel Plan and taking into account the likely catchment and desire lines, it is important to understand the barriers to sustainable travel to the site in order to ensure provision of the most appropriate measures are promoted and implemented.
- 3.35 There are two key elements to assess - barriers that are related to attitude and behaviour (eg. lack of motivation, fear, they don't understand why it's important to travel sustainably) or circumstances and location (eg. their home location or work commitments prevent them from traveling sustainably).
- 3.36 To understand the potential barriers to sustainable travel to the site, particularly with regards to walking or cycling, consultation on this prior to planning has been wide ranging. A number of meetings and on site-walk overs were undertaken with GCC HDM. We will conduct surveys of pupils and staff regarding these matters once the first pupils enter the school in September 2022.
- 3.37 A review of The Southwest Cheltenham Sustainable Transport Study (2017) and Gloucestershire County Council Cycle Infrastructure Plan Central Severn Vale - Central Severn Vale Technical Note (2018) has been undertaken to ensure compatibility with Sustainable Infrastructure Strategy proposed (detailed further in Section 8.0), consultation with Cheltenham Borough Council, Leckhampton with Warden Hill Parish Council and two public engagement events were held in June 2019.

3.38 A summary of the most common issues that were potential barriers to sustainable travel to the site is set out below:

- A46 Shurdington Road is a busy road and safe crossing of this is a priority.
- Personal safety concerns on routes to school will be overlooked.
- Lack of footway provision on Kidnappers Lane to the east of the site, within the rural section.
- Vehicle speeds in the vicinity of the site.
- Congestion on Church Road and travel along it/crossing it.
- Inappropriate/illegal parking on Kidnappers Lane/Farm Lane.

3.39 Taking the above into consideration, the key pedestrian and cycle desire lines have been considered prior to planning, based on the likely local catchment and through discussions and on-site meetings with GCC HDM and from feedback from the public engagement and other statutory consultees.

3.40 The key pedestrian and cycle desire lines in relation to identified routes to school, that will also utilise the PROWs in the vicinity of the application site have been formally assessed as part of a Walking, Cycling, and Horse-Riding Review Report and where necessary mitigation was identified to enable safer routes to school that prioritise pedestrian and cycle movement was built into the plan.

Existing Infrastructure

3.41 Whilst improvements were required to further promote safer walking and cycling routes to the new school, the HSL benefits from good permeability into the existing local highway network in terms of providing access to existing footways and footpaths. Footways in the surrounding area are generous along certain roads, with signalised crossings and uncontrolled dropped kerb crossings in place at appropriate junctions.

3.42 Along the northern section of Kidnappers Lane, between Farm Lane and the A46 Shurdington Road a continuous 2m footway is present along the eastern side of the carriageway.

3.43 On Farm Lane there are 1.5m - 2m footway routes along the eastern side of the carriageway, for approximately 450m, until terminating where it connects with PROW Leckhampton Foothpath-8. A 2m footway routes along the western side of the

carriageway, adjacent the junction with Brizen Lane, and routes for 200m, until terminating.

- 3.44 Footways are present along the northern side of the A46 Shurdington Road, from its junction with Moorend Park Road to Kidnappers Lane, with uncontrolled dropped kerb crossings and tactile paving present at the side road junctions with Kenelm Gardens, Silverthorne Close and Woodlands Road. The footway width varies but is generally found to measure 1.5m - 2.5m wide.
- 3.45 A 2.5m footway is present along the southern side of the A46 Shurdington Road between Moorend Park Road and Highwood Avenue. To the west of Highwood Avenue, the footway continues and provides a connection to Leckhampton Footpath-12, which runs south and provides a link to Merlin Way and Kidnappers Lane, via Leckhampton Footpath-6. The footway extends a further 30m westwards, to an existing private residential access before terminating and becoming grass verge.
- 3.46 There is a footway present on the northern side of the A46 Shurdington Road, over the entire length, with dropped kerb crossings at the side road junctions with Kenelm Gardens, Silverthorne Close and Woodlands Road. The footway width varies but is generally found to measure 1.5m - 2.5m wide.
- 3.47 A continuous 1m - 2m footway, set back behind a grass verge in places, is present along the northern side of the A46 Shurdington Road, between Up Hatherley Way and Kidnappers Lane. A formal signalised pedestrian crossing is in place on the A46 Shurdington Road, immediately south of the Kidnappers Lane/A46 junction, with a pedestrian refuge island, dropped kerbs and associative tactile paving. An uncontrolled dropped kerb crossing with pedestrian refuge island is in place on the A46 Shurdington Road, north of the Kidnappers Lane/A46 Shurdington Road junction.

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- 3.48 For pedestrians originating from the direction of Church Road, south-east of the application site, a footway is present on the south-west side of Kidnappers Lane until the junction with Rectory Court. Additionally, a footway is present on the adjacent side of the carriageway, commencing south-east of the junction with Vineries Close, and terminating some 90m north-west. Beyond this point there is no footway provision on Kidnappers Lane to the junction of Farm Lane
- 3.49 Inspection of GCC's online mapping portal confirms that there are Public Rights of Way (PROW) within the vicinity of the HSL, which provide connections to Kidnappers Lane and Merlin Way to the east, Church Road to the south and Shurdington Road (A46). It is anticipated that this PROW through the school ground will be closed.
- 3.50 While there are no formal cycleways in the immediate vicinity of the application site, the majority of roads within in the area are of a suitable gradient and in many cases lightly trafficked and are therefore suitable for cycling. Figure F shows the Cycle Network in Cheltenham (attached as **Appendix G**). This is a plan of Cheltenham's formal cycle infrastructure and which also provides a rating for roads in Cheltenham in terms of their suitability for cyclists according to ability - each road is graded between 1 and 5 with 1 = quiet roads and no experience required to 5 = busy road and which is only suitable for experienced cyclists. This plan is taken from Gloucestershire's LTP 2015-31 now superseded. Appendix H shows the cycle network for Cheltenham and Gloucester taken from Gloucestershire's LTP2020-2041. Kidnappers Lane and Farm Lane will have upgraded pavements with dual use cycle lanes allowing off road cycling from Church Road to the THSL.
- 3.51 The majority of the roads in the wider residential areas have been graded as 1 'quiet roads.' The roads immediately surrounding the application site are graded as follows:
- iv) Kidnappers Lane - 2
 - v) Farm Lane - 2
 - vi) Church Road - 3
 - vii) A46 Shurdington Road - 4

A Walking, Cycling and Horse-riding Assessment and Review (WCHAR) was undertaken prior to planning to provide an assessment of the main routes between the site and the local residential areas to identify any potential issues along these routes and proposed mitigation, if necessary. The routes focused on the routes to the surrounding residential areas, within the likely catchment area.

Sustainable Infrastructure Improvement Scheme

- 3.52 The school is forecast to predominately serve a catchment where the majority of pupils could reasonably be expected to walk and cycle, it is fully recognised the importance of access by modes other than the car to reduce the impact on the local area and provide real alternatives for both pupils and staff.
- 3.53 Taking this forward, a Sustainable Infrastructure Strategy has been agreed with GCC Highways, following site-visit walkovers and consultation, to promote and encourage safer routes to the proposed school along the key corridors of travel to the site. This involves a package of measures including amongst a number of initiatives, providing footways on routes where there are none originally, new or upgrade unsegregated footway/cycleways, increasing awareness of pedestrians and cyclists to motorists and facilitating appropriately located, safe crossing points. Further details are set out in **Section 6**.

Public Transport Provision

- 3.54 No dedicated school transport that is funded by GCC Education will be provided because, as identified previously, it is expected that the catchment will be drawn from the local area.
- 3.55 **Table 3.1** provides a summary of the bus services that serve the bus stops in the area.
- 3.56 In reviewing the level of public transport provision, it is noted that there are bus stops situated along Shurdington Road (A46), located approximately between 310m - 460m to the north-east of the site, which provide access to bus routes 10, 47, 66, DR8, RC2 and Y for north-east and south-west bound travel, respectively.
- 3.57 Bus stop 'Farmfield Road' is a formal stop for north-eastbound travel, which has a bus stop lay-by, shelter and timetable provision. Bus stop 'Kidnappers Lane' is a formal stop for south-eastbound travel, which has a bus stop lay-by, flag, timetable provision and Bus Stop' cage markings emblazoned on the carriageway.

3.58 Bus services 47, DR8, RC2 and Y are school services offering a limited service on Gloucestershire school days only.

3.59 **Table 3.1** provides a summary of the main bus services, number 10 and 66, that serve the aforementioned bus stops and full timetable information is provided in **Appendix I**. This also provides a schematic route map of each bus service and the areas these would serve.

Note: Information taken from www.travelinesw.com Sept 2021

Bus	Operator	Route / Destinations Served	Days	Timetable Summary		
				First Service	Approx. Frequency	Last Service
10	Stagecoach	Cheltenham - Shurdington - Brockworth - Hucclecote - Gloucester	Mon - Fri	07:10	10 / 15 minutes	23:45
			Sat	07:28	15 minutes	23:45
			Sun	08:08	20 minutes	23:25
		Gloucester - Hucclecote - Brockworth - Shurdington - Cheltenham	Mon - Fri	07:49	10 / 15 minutes	23:05
			Sat	07:49	15 minutes	23:05
			Sun	07:47	20 minutes	23:12
66	Stagecoach	Cheltenham - Painswick - Stroud	Mon - Fri	07:20	Hourly	19:00
			Sat	07:20	Hourly	19:00
			Sun	09:40	Two hours	17:40
		Stroud - Painswick - Cheltenham	Mon - Fri	06:30	Hourly	18:10
			Sat	07:45	Hourly	17:50
			Sun	08:30	Two hours	18:30

Table 3.1: Bus services and frequencies

3.60 As demonstrated in **Table 3.1**, the HSL benefits from regular public transport provision, which enables journeys to and from surrounding residential areas throughout Cheltenham. The services may change by September 2022. Please check with www.travelinesw.com

Future Service Provision

- i) discussions have taken place with Stagecoach with regards to the suitability of the bus service provision to serve the school, as well as the potential diversion of the 66-bus service via Kidnappers, to serve the proposed Secondary School, and provide new bus stop provision off Farm Lane. location of the HSL presents opportunity to the major bus route, Service 10, that operates between Brockworth and Cheltenham town centre on the A46 Shurdington Road

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- ii) bus stops 'Farmfield Road' and 'Kidnappers Lane' both feature lay-bys, which is positive as it is likely that specific journeys will take some time to pick up or set down at school opening and closing times and it is important the flow of traffic is not impeded
 - iii) service 10 runs up to every 10 minutes in each direction throughout the day. This is a high level of service. The route features 72-seat double deck vehicles, which, among many passenger amenities, also includes CCTV for customer security. Within any 20-minute period at school opening and closing times, Stagecoach will be providing 144 seats each way; and in reality, the service offers a high level of flexibility for students, who may choose to arrive earlier or to stay late to participate in extra-curricular activities
 - iv) the route operates close to the northern end of Lansdown Road in Montpelier, and serves common stops with high frequency services 93, 94 and 94 U in this area. In the town centre it is possible to change between service 10 and a number of high frequency services covering many parts of Cheltenham
 - v) at the point that the current Redrow development delivers a complete spine road from Farm Lane to Leckhampton Lane, Stagecoach could look at diverting specific journeys on our hourly 66 service to the site, to serve new stops on Farm Lane, at the school

Site Details

- 3.61 The site masterplan is shown attached as **Appendix B**.
- 3.62 The school will be newly constructed and therefore sustainable transport has been considered in the design and layout of the site from the initial design process. Many existing schools have to retrofit cycle parking and appropriate drop off locations into school sites. Therefore, many of the usual problems associated with sustainable travel to schools have been designed out and further details are found in **Section 6**
- 3.63 The layout has been designed to ensure pedestrian and cycle permeability off the two main roads that the site fronts onto Kidnappers Lane and Farm Lane. There are two points of entry/exit from Farm Lane and one-off Kidnappers Lane.
- 3.64 Footway/cycleways are provided on Kidnappers Lane and Farm Lane, which will enable direct access to the site, leading to covered and secure cycle parking provision (115 spaces in total).

-
- 3.65 There will be a parent drop off zone, which is accessed via a one-way entry and exit loop off Farm Lane that has been located to minimise conflict with pedestrians and cyclists. The drop off zone area also contains 19 visitor car parking area to the south, including 5 disabled parking spaces.
- 3.66 There is also another car park off Kidnappers Lane that will provide 90 parking spaces, which are primarily be for staff but with the remaining for parent use. Space for around 4 motorcycles will also be available in this car park.
- 3.67 A total of 109 formally allocated car parking spaces are provided across the site, including 5 disabled spaces. The drop off zone can also accommodate 6 vehicles at any one time.
- 3.68 We will need to identify the number of staff requiring parking places. It is anticipated that 78 staff are likely to drive to the site when the school reaches capacity.
- 3.69 The Travel Plan will form a monitoring process that will identify at an early stage any travel problems which may arise once the school is open and operating.
- 3.70 Notwithstanding this, as, it is anticipated that in the first year of the school being open, only the parent drop-off and parking area of Farm Lane will be open to parents, which will limit the supply of parking for parents. From the second year onwards, both car parks will be available to parents.
- 3.71 A permit system for parents will also be investigated, based on need and distance from the site, to limit demand.

Outside Users and School Events

- 3.72 Deliveries to school will be via the staff vehicular entrance on Kidnappers Lane (see Appendix B).
- 3.73 At this stage it is anticipated that the school will be available for use by the local community outside school hours and weekend. The onsite parking provision will accommodate this.
- 3.74 For special events at the school such as open or parents' evenings, overspill parking will be available in the MUGA area, which will bring the total parking provision to over 200 parking spaces.

4 Objectives of the Travel Plan

Introduction

4.1 It is important that this Travel Plan has a focus and direction in what it is trying to achieve. This will be accomplished through the identification of TP objectives, which are realistic and site specific.

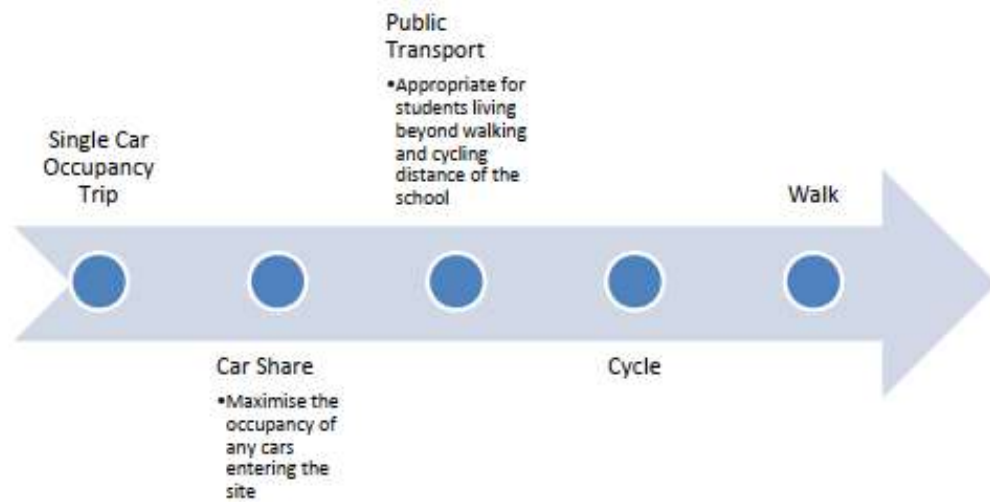
4.2 This TP seeks to provide for the travel needs of all staff, pupils, parents/guardians and visitors to the school, without impacting on the operation of the school and the wider community.

Objectives

4.3 The objectives of the Travel Plan are:

- i) to widen the travel options available to all users of the HSL, staff, pupils and visitors. It is vitally important that the users of the school are made fully aware of the sustainable transport choices available to them so that sustainable travel habits are established from the outset
- ii) to encourage less reliance on the car, wherever practicable, particularly for drive alone journeys for staff and for parents/guardians bringing their children to school by car. The measures contained in **Section 6** not only encourage and facilitate walking and cycle use but also better use of the car through initiatives such as car-sharing
- iii) to improve the health of all users of the site. Current NHS advice for living a healthier lifestyle is to engage in moderate exercise (that raises your breathing and heart rate) for 30 minutes every day. Furthermore, the TP will assist in reducing air pollution around the school as a result of less vehicle travel
- iv) to reduce the potential volume of traffic in and around the site. By implementing a robust TP, it is anticipated that a proportion of the existing and proposed school traffic will be mitigated by the site-specific measures on offer, which will reduce the number of vehicular trips per day to and from the site
- v) reduce the incidence of dangerous/obstructive/illegal parking
- vi) reduce the harmful effects of pollutants as a result of car travel
- vii) to carefully monitor and manage the TP. It is imperative to the success of the plan, that there are the right mechanisms in place to monitor and manage it so that it is effective year on year. **Section 7** sets out a monitoring and review strategy.

4.4 **Insert 1** shows the mode hierarchy for trips to/from the school that this Travel Plan has adopted.



Insert 1: Mode Hierarchy

5 Travel Surveys and Targets

- 5.1 Sustainable transport measures implemented as part of the TP must be viable in order for it to succeed. Surveys of travel behaviour are vital in understanding the travel patterns of users to the site and those that will occupy it in the future. By gaining an understanding of actual and perceived barriers to sustainable transport choices, it will enable an assessment for the scope to influence modal shift.
- 5.2 The key to the successful of this TP is to engage the whole school community, from pupils, parents and staff, so that it contains information from, and actions for the community for which it has been written. To this end the HSL will hold two surveys in year one for both pupils and staff. The first by the half-term in the autumn and another in early summer. In subsequent years the survey will take place annually in the autumn.
- 5.3 Modal shift targets provide a focus for what the TP is trying to achieve and to enable the measurement of success in reducing car use to and from the site and increasing the levels of sustainable travel. **Section 6** proposes a range of measures and initiatives to reduce reliance on the car and encourage appropriate parking practices as well as considering more sustainable modes of transport when travelling to and from the HSL.
- 5.4 The modal shift targets will be 'SMART':
- i) specific
 - ii) measurable
 - iii) achievable
 - iv) realistic
 - v) timebound
- 5.5 The main target of the TP is to maximise the number of trips to the site by sustainable modes. This will be developed further and refined once the baseline survey has been undertaken during the autumn term of year one. The targets will be monitored with repeat surveys, on-site observations and ongoing consultation with staff, students and visitors.
- 5.6 The targets will be set, initially, up to full occupation, once the first baseline travel survey has been undertaken.
- 5.7 This will inform the year-on-year targets which the school will seek to achieve.

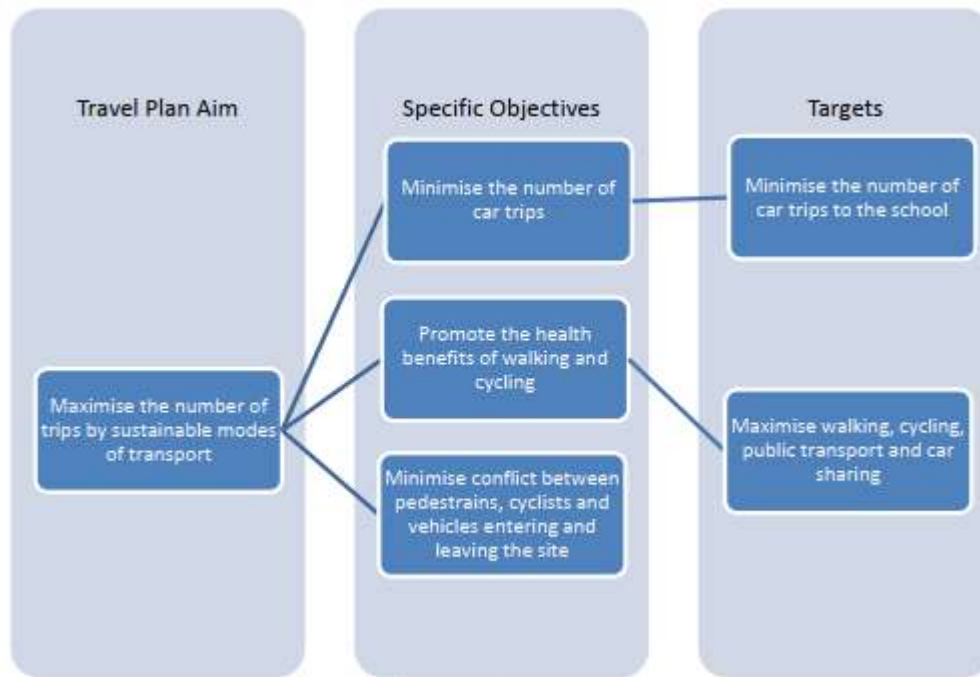


Figure 1: Travel Plan Aim, Specific Objectives and Targets

5.8 The HSL will attract trips by staff, pupils and visitors. In order to quantify the associated trip attraction by all modes of transport, the following information was sourced during the planning for the school:

- vi) existing travel pattern obtained from secondary schools in Gloucestershire
- vii) National Travel Survey 2014 modal split data for secondary schools
- viii) pupil postcode data provided by GCC Education

5.9 Based on the projected number of pupils attending the secondary school, a summary of the baseline forecast modal split during for travel to/from the school is set out in **Table 5.1**. This baseline will be reviewed and refined once the first travel survey has been undertaken in 2022 so that the modal split baseline is based on actual travel behaviour. We expect to have substantially more than 60% walking and 5% cycling.

The areas we expect to draw pupils from in Cheltenham are shown in Appendix C.

5.10 **Table 5.1** also shows an initial target of a 20% modal shift to reduce single occupancy car travel to/from the site, however, this is considered conservative and with the significant infrastructure measures (detailed further in **Section 6**) off-site to facilitate safer pedestrian and cycle access to the school, far greater numbers will walk and cycle rather than arrive by car.

Mode of Travel	Baseline Modal Split	Full occupation Target
Walk	60%	61%
Cycle	5%	6.1%
Car (single Occupancy)	11%	8.8%
Car Share	10.1%	10.2%
Bus	13.9%	13.9%

Table 5.1: Initial Modal Shift Targets for Pupils

- 5.11 For staff, travel information was provided by Balcarras School and analysed to understand staff travel patterns for existing secondary schools in the locality in order to be able to forecast the multi-modal trips associated with staff from the HSL. The calculated is detailed in **Table 5.2**.

Mode of Travel	Baseline	Year 5 target
Walk	9.1%	15%
Cycle	8.9%	13%
Car (Single Occupancy)	77.7%	62%
Car Share	2.7%	6.5%
Public Bus	1.7%	3.5%

Table 5.2: Modal Shift Targets for Staff

- 5.12 The initial base survey will replace the mode share in Tables 5.1 and 5.2 when the information is available and then be undertaken annually in the same month as the baseline survey.

6 Travel Plan Action Plan

Introduction

- 6.1 Key to the success of the Travel Plan is the identification of viable transport alternatives and these are identified through the Travel Plan Action Plan (TPAP). This is our package of measures that will be derived from the information obtained from travel surveys. It contains actions for the community and has been produced to encourage a modal shift away from single occupancy car use, while setting out measures to promote pupil safety and increase accessibility to and from the site.
- 6.2 At this initial stage, the implementation of the TP and the measures contained within it will remain flexible, this will allow alterations and new measures to be introduced once the site is occupied.

Action Plan

- 6.3 The key drivers of the following Action Plan are to ensure the safety of the children, reduce car travel/obstructive parking and make the school healthier. This in turn will assist us to be considerate and good neighbours to the surrounding residential area.
- 6.4 The Action Plan is broken down into six strategy sections, which are walking, cycling, road safety, public transport, car users and travel plan support.
- 6.5 The timescales for implementation of each measure varies. A number of measures have been identified for implementation prior to the school expanding to enable the culture of sustainable travel to be established prior to occupation.
- 6.6 The measures are further split into short term (1-2 years), medium term (2-3 years) long term (3 + years).
- 6.7 The Action Plan includes measures that are aimed specifically at pupil travel, as well as measures that are equally applicable to parents/guardians, staff and visitors - both to the school and for use of the facilities outside of school hours.

6.8 A whole school approach to promoting sustainable travel will be developed, with staff, parents, governors and pupils. The TP will aim to develop an expectation that anyone whose parent is not driving from home and passing the school as part of a linked trip, will walk, cycle or travel by bus.

Proposed Sustainable Infrastructure Strategy

6.9 The Travel Plan Action Plan highlights the measures that will be implemented to influence parents/guardians and staff travel behaviour at the HSL. There will also be a number of off-site highway improvements ('hard' measures) that will facilitate safer pedestrian, cycle and public bus access from the wider catchment area that will complement the Action Plan, and which has been secured and conditioned through the planning process.

6.10 An overview plan of the sustainable infrastructure strategy is attached as **Appendix L** (for further details on the scheme see the Transport Assessment July 2019). In summary the key off-site highway works are as follows.

- Over 2km of upgraded or new unsegregated footway/cycleway provision on the main approaches to the school along A46 Shurdington Road, Woodlands Road, Farm Lane and Kidnappers Lane.
- New Toucan crossing on A46 Shurdington Road, south of Woodlands Road.
- Upgrade existing pelican crossing on A46 Shurdington road, north of Kidnappers Lane/A46 junction, to a Toucan crossing.
- These improvements connect to existing PROWs in the vicinity of the site. It is proposed to upgrade the surfacing of PROW Leckhampton 13 so that it can be accessed during inclement weather and which connects a good quality unbound surfaced path through The Burrows as well as PROW Leckhampton 28 that passes along the west side of the allotments in Leckhampton. This will provide a direct link from the south of Leckhampton to Kidnappers Lane and the new footway/cycleway, reducing the need for some pupils to travel along some or all of Church Road as well as linking Leckhampton C of E Primary School with the proposed new Secondary School.
- Signing and lining strategy on the A46, for approximately 250m either side of the Kidnappers Lane junction, to reduce vehicle speeds and increase awareness of the school in proximity.

School Safety Zone

- 6.11 Linking in with the pedestrian and cycle infrastructure improvements, a School Safety Zone will be implemented in the immediate vicinity of the school, on Kidnappers Lane from the north, Kidnappers Lane from the east and Farm Lane from the south.
- 6.12 In summary, the School Safety Zone will consist of the following:
- 'SCHOOL SAFETY ZONE' road marking on coloured road surfacing on each approach
 - School 20mph warning signs with wig wags
 - 'SCHOOL KEEP CLEAR' markings adjacent to the site frontage on Kidnappers Lane and Farm Lane
 - Raised junction table at Kidnappers Lane/Farm Lane junction
 - Widening of Kidnappers Lane's junction with Farm Lane to the proposed access off Kidnappers Lane to facilitate two-way movement safely.
 - To compliment the School Safety Zone, there will be existing and proposed traffic calming features prior to the school 20mph warning signs to reduce speeds on the approaches:
 - i) proposed narrowing of the carriageway on the northern section of Kidnappers Lane (still maintaining two-way vehicle flow) which will, in turn, increase the existing footway width to the main pedestrian/cycle entrance off Farm Lane
 - ii) an existing priority narrowing on Farm Lane
 - iii) on Kidnappers Lane, east of the junction with Farm Lane, there will be a pedestrian crossing. Further north of this proposed pedestrian crossing is a near 90-degree bend that will further reduce speeds on this approach. In general, the width of Kidnappers Lane, east of the proposed school to the junction with Church Road is such that vehicles need to travel slowly to pass in either direction (width typically between 4.1m-4.6m with localised narrowing's of around 3.6m)

6.13 The School Safety Zone will be reinforced by a local highway parking strategy that will consist of a mixture of proposed 'prohibition of waiting at any time' (double yellow lines) and part-time 'prohibition of waiting (single yellow line) between 8.30am-9.30am and 2.30pm-4.30pm.

Highway Improvements in the Area

6.14 There are improvements on the local highway associated with other recent schemes and developments that will be complimentary to the improvements as part of the HSL and include the following:

- A highway improvement scheme has been proposed by GCC (independently of this planning application), to install a School Safety Zone with road markings, road signs and a 20mph speed limit along sections of Hall Road and Church Road within proximity to Leckhampton C of E Primary School during School drop off and pick up times and is shown attached as **Appendix O**.
- Planning permission for 'Land to the west Farm Lane, Shurdington' for a residential development comprising 377 dwellings with associated infrastructure includes off-site pedestrian improvements associated with the development specifically include enhancing pedestrian infrastructure to the north of the site and along Church Road and the junction of Kidnappers Lane/Church Road and a plan showing this is also attached as **Appendix P**. Improvements in the form of a bus shelter are also included for this development at the exiting bus stop on A46 Shurdington Road. This will complement the extension of the waiting area at this stop that is proposed as part of the HSL development.
- Improvements are proposed as part of the Leckhampton C of E Primary School expansion. Pavement parking occurs intermittently along Hall Road, on both sides of the carriageway, between its junctions with Arden Road, to the north, and Church Road, to the south. As part of this development proposal, off-site highway works are proposed, which will aim to provide formalised parking on the western side of Hall Road in the vicinity of the school to assist and facilitate parking within the carriageway and not on the pavement. Hall Road is a key link between Church Road and the northern section of Leckhampton. In addition to this, the proposals in the immediate vicinity of the site frontage of the primary school include a proposed pedestrian crossing point, with dropped kerbs and tactile paving for a new pedestrian access off Church Road. A plan of the proposed improvements as part of this development are also shown

attached as **Appendix Q**. Further to this, improvements along the following routes have also been agreed with GCC Highways and are as follows:

- tactile drop kerb footway crossing provided on Arden Road at junction with Hall Road
- pedestrian guardrail installed on Hall Road footway opposite footpath entrance between 8 and 10 Charnwood Road
- tactile paving of drop kerb footway crossing on Hall Road at the junction with Moorend Road
- tactile drop kerb crossing on Charnwood Road at junction with Arden Road
- tactile drop kerb crossing on Arden Road at junction with Moorend Grove
- tactile drop kerb crossing on Moorend Grove between junctions of Peregrine Road and Arden Road junction
- tactile drop kerb crossing on Peregrine Road at junction with Moorend Grove
- relocated tactile pedestrian crossing on Hall Road in the vicinity of the Hall Road school accesses

Summary

The sustainable infrastructure improvements identified above, both proposed and as part of future development, will provide safer routes to the school and help to reduce existing vehicle speeds on the main approaches.

Walking Strategy

	Action	Type of Measure	For				Responsibility	Timescale
			Pupils	Staff	Parents / Guardians	Visitors		
W1	<p>Site Layout Principles There are three main pedestrian/cycle access points: one off Kidnappers Lane and two off Farm Lane on the desire line for the catchment from which the majority of pupils are expected to travel.</p>	Infrastructure	✓	✓	✓	✓	Contractor	Prior to occupation
W2	<p>Safer Routes to School Infrastructure Through the pre-application consultation process, perception of dangerous roads is a key factor that could prevent parents from letting their children walk to school. The contractor is to work in partnership with GCC to deliver safe walking and cycling routes to the school, which will include a range of off-site highway improvement measures This is detailed later in this chapter.</p>	Infrastructure	✓	✓	✓	✓	Contractor	Prior to occupation
W3	<p>Promotion of Walking Events Participate in National and Local 'Walk to School' initiatives to encourage walking to the school.</p>	Promotional	✓	✓	✓		TPC	Short term
W4	<p>Promotional Material Liaise with GCC to obtain promotional materials for walking.</p>	Promotional	✓	✓	✓	✓	TPC	Short term
W5	<p>Hold an annual sponsored walk in the Cotswolds.</p>	Promotional	✓	✓			SMT	Short term

W6	<p>Next Steps Secondary School Next Steps to Secondary school is a walking challenge for students transitioning from Year 6 to Year 7. This touches upon the mental and physical health benefits of walking to school while raising important questions about road safety and independence. Further details https://www.livingstreets.org.uk/walk-to-school/secondary-schools</p>	Promotional/ Education	✓	✓	✓		School/TPC	Medium Term
W7	<p>20's Plenty Zones Working with Cheltenham Borough Council and GCC to implement 20 mph zones in the area. This will help road safety and the effect that traffic has on the quality of the air in the locality.</p>	Infrastructure	✓	✓	✓	✓	School/TPC	Prior to occupation
W8	<p>Teaching Plans Incorporate sustainable transport and road safety into teaching plans for Years 7 and 8. This will make pupils aware of traffic dangers and transport choices.</p>	Educational	✓				School/TPC	Short term
W9	<p>Safer Routes Pedestrian Map Produce a map showing safer routes to school to encourage pupils, staff and parents to walk (or cycle) to school, incorporating the off-site highway improvements.</p>	Promotional	✓	✓	✓		TPC	See appendix M

Cycling Strategy

	Action	Type of Measure	For				Responsibility	Timescale
			Pupils	Staff	Parents / Guardians	Visitors		
C1	<p>Cycle Training</p> <p>Bikeability cycle training will be investigated for inclusion in the school curriculum to provide cycle training for all pupils. Bike maintenance training will also be included as well as post-coding bikes.</p>	Educational	✓				TPC	Short term
C2	<p>Provision of Shower and Changing Facilities</p> <p>These are provided within the school. Pupils and staff will be made aware of the locations. All pupils will have access to lockers</p>	Infrastructure	✓	✓			TPC	Short term
C3	<p>Promotional Material</p> <p>Liaise with GCC and Thinktravel team to obtain promotional materials for cycling.</p>	Promotional	✓	✓	✓	✓	TPC	Short term
C4	<p>Cycle Initiatives</p> <p>Participate in National and Local 'Cycle to School' initiatives, cycle to work/school days with rewards for those that cycle (such as a free lunch).</p>	Promotional	✓	✓	✓		TPC	Short term
C5	<p>Cycle to Work</p> <p>Provide staff with information on the local and national 'Bike to Work' schemes in order to obtain new bicycles.</p>	Promotional		✓			TPC	Medium term
C6	<p>Cycle Parking</p> <p>115 safe and secure covered cycle parking spaces provided on site. All pupils will be required to wear helmets whilst cycling to school.</p>	Infrastructure	✓	✓		✓	Contractor	Prior to occupation

C7	Monitor the use of the cycle shelters.	Educational	✓	✓		✓	TPC	Short term
C8	Safer Routes Cycle Map Produce a map showing safer routes to school to encourage pupils to cycle (or walk) to school, incorporating the off-site highway improvements. See Appendices G, H and M.	Promotional	✓	✓	✓	✓	TPC	Prior to occupation
C9	Way Finding/Signage Strategy To be developed with GCC/Thinktravel to provide clear and coherent guidance to pedestrians and cyclists.	Infrastructure	✓	✓	✓	✓	TPC	Short term
C10	Hold raffles at least once/term for all cyclists and walkers. Prizes related to fitness.	Promotional	✓				TPC	Short term

Road Safety Strategy

	Action	Type of Measure	For				Responsibility	Timescale
			Pupils	Staff	Parents / Guardians	Visitors		
RS1	<p>Road Safety Awareness</p> <p>The perception of dangerous roads is often cited as one of the main deterrents to walking and cycling to school. Police Community Support Officers will be invited to the school to work with the pupils to undertake practical road safety training.</p>	Educational	✓	✓			TPC	Short term
RS2	<p>Infrastructure Works</p> <p>A new Toucan crossing will be installed on Shurdington Road and an upgrade of an existing Pelican to a Toucan crossing, south of Kidnappers Lane on the A46. A raised table will also be implemented at the junction of Farm Lane/Kidnappers Lane that will reduce vehicle speeds and provide level crossing for pedestrians and cyclists. Furthermore, new crossing points will be provided on Kidnappers Lane and Church Road as part of this development.</p>	Infrastructure	✓	✓	✓	✓	Contractor	Prior to occupation
RS3	<p>Parking Control</p> <p>Work with local police/local authority enforcement officers to help reduce inconsiderate parking around school on a continuous basis (e.g. Keep Clear markings and signage) to maintain road safety and good relations with local residents.</p>	Parking	✓	✓	✓	✓	TPC	Short term

RS4	<p>GCC Road Safety Scheme</p> <p>To actively engage in GCC's Road Safety Programme with resources such as road safety lesson plans and resources to teach road safety during curriculum time and PSHE.</p>	Educational	✓				TPC	Short term
RS5	<p>SkillZONE</p> <p>Investigate opportunities to fund class visits to SkillZONE http://skillzone.glosfire.gov.uk/ SkillZONE is a state-of-the-art life size village. It is a fully interactive learning environment to teach people of all ages how to recognise dangerous situations and stay safe. There are 16 zones, which will cover a range of scenarios including road and rail safety.</p>	Educational	✓				TPC	Long term
RS6	<p>Review of Highway Conditions for Cycle and Pedestrian Movement</p> <p>Review of highway mitigation measures and solutions on the local highway network (including safe ped/cycle crossing points) as the school grows and the TP develops. This will be reviewed in alignment with the Modeshift travel planning framework, which links into the strategic active routes in the area ie to the community and education hubs etc.</p>	Infrastructure	✓	✓	✓	✓	TPC/GCC/ Thinktravel	Medium term
RS7	<p>Communication to Parents on Dangerous/Obstructive Parking</p> <p>There will mechanisms in place to communicate to parents about these issues.</p>	Educational			✓			Short term

RS8	<p align="center">School Safety Zone</p> <p>This will be implemented on the approaches to the school on Farm Lane and Kidnappers Lane and is detailed later in this Section.</p>	Infrastructure	✓	✓	✓	✓	Contractor	Prior to occupation
RS9	<p align="center">School Travel and Road Safety Team (STARS)</p> <p>Set up a pupil STARS team. This will encourage road safety and behavioural change through the Travel Plan initiatives and will be promoted in class, during PSHE and in assemblies. This group will also investigate a partnership working with local stakeholders such as GCC Thinktravel, GCC Highways and other schools in the area.</p>	Educational	✓				TPC	Short term

Public Transport Strategy

	Action	Type of Measure	For				Responsibility	Timescale
			Pupils	Staff	Parents / Guardians	Visitors		
PT1	<p>Promotional Material Liaise with GCC to obtain promotional materials for public transport, including maps and timetables.</p>	Promotional	✓	✓	✓	✓	TPC	Prior to opening
PT2	<p>Discounted Tickets Investigate potential for discounted bus tickets from Stagecoach for routes 10 and 66 for pupils and staff.</p>	Promotional	✓	✓	✓		TPC/School	Prior to opening
PT3	<p>Proposed New Bus Stops on Farm Lane and Diversion of Existing Bus Routes Liaise with Stagecoach regarding new bus stop provision if bus service 66 is diverted along Kidnapper's Lane/Farm Lane.</p>	Infrastructure	✓	✓	✓	✓	School	Short term
PT4	<p>Existing Bus Stop Improvements The bus stop immediately south of Kidnappers Lane is to be upgraded by the 200th occupation from the new residential development off Farm Lane, as part of this development, the waiting area will be expanded.</p>	Infrastructure	✓	✓	✓	✓	Contractor	Prior to occupation

Car Users Strategy

	Action	Type of Measure	For				Responsibility	Timescale
			Pupils	Staff	Parents / Guardians	Visitors		
CU1	<p>Promote Car Sharing Promote car sharing amongst pupils, parents/guardians and staff to reduce single occupancy car trips to the school. The aim is to encourage staff and parents/guardians to car share, reducing demand for on and off-site parking spaces. Investigate setting up school car share database.</p>	Educational	✓	✓	✓		TPC	Medium term
CU2	<p>Emergency Lifts Home In the event of a failure of a lift home for a car sharing member of staff, a lift will be arranged by the school.</p>	Management		✓			TPC	Short term
CU3	<p>Car Share Spaces Reserve school parking spaces near the entrance for staff that car share.</p>	Parking		✓			TPC	Long term
CU4	<p>Hold regular termly events such as 'Empty car park day' to promote less car use by parents and staff</p>							
CU5	<p>Parking Control Work with local police and LA to reduce inconsiderate/illegal parking around the school. Implement an Access and Parking Policy see Appendix K. This will maintain road safety and good relations with local residents A parking restrictions strategy has been developed for the local highway and this is detailed later in this section.</p>	Parking	✓	✓	✓	✓	TPC	Short term

CU6	<p style="text-align: center;">Drop Off Zone</p> <p>A drop off zone will be in place off Farm Lane and which has been designed to enable parents to 'kiss and drop' but is segregated from pedestrians and cyclists. This will be in the area of general visitor parking that can also be utilised by parents. Further parking will be available to parents from the access off Kidnappers Lane, however, until Year 2 of the proposed development, only the drop off zone area will be available to parents.</p>	Parking	✓		✓		Contractor	Prior to occupation
CU7	<p style="text-align: center;">Develop Permit System for Parental Parking</p> <p>There will be around 40 car parking spaces available for parents during peak pick up periods and a permit system will be investigated on a needs basis.</p>	Parking	✓		✓		TPC	Short term
CU8	<p style="text-align: center;">Electric Vehicle Charging Points</p> <p>8 electric vehicle charging points will be provided on site.</p>	Parking		✓		✓	Contractor	Prior to occupation

Travel Plan Support Measures

	Action	Type of Measure	For				Responsibility	Timescale
			Pupils	Staff	Parents / Guardians	Visitors		
TP1	Pupil / Parent Travel Plan Briefing Provide pupils and their parents / guardians with a Travel Plan Briefing as part of the school induction.	Educational	✓		✓		TPC	Prior to occupation
TP2	Staff Travel Plan Briefing Provide staff with a TP briefing.	Educational		✓			TPC	Prior to occupation
TP3	Sustainable Travel Packs Issue sustainable school travel packs to staff and pupils to make them aware of sustainable travel options. This pack will be made available to download online via the school website from July 2022. See Appendices J, K and N.	Educational	✓	✓	✓		TPC	Short term
TP4	Travel Plan Webpage Set up a Travel Plan Information Page on the school website from May 2022.	Educational	✓	✓	✓	✓	TPC	Prior to occupation
TP5	Visitors Information Provide visitors with information on sustainable travel to the school. This information is also to be available on the school website.	Educational				✓	TPC	Short term
TP6	Travel Plan Performance Updates Issue Travel Plan Performance Updates through school newsletters to pupils/parents, the school website, and school assemblies.	Educational	✓	✓	✓	✓	TPC	Short term

TP7	Travel Plan Notice Board Located at a key point in the school with information relating to sustainable travel to the school.	Educational	✓	✓	✓	✓	TPC	Short term
TP8	Area Wide Travel Plan Work with other schools in the area to try and reduce the impacts of vehicular traffic and promote sustainable modes jointly. This will include ensuring start/finish times do not clash with local primary schools such as Warden Hill and Leckhampton C of E Primary.	Promotional					TPC	Long term
TP9	Modeshift Stars Modeshift STARS is the national school's awards scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel. Modeshift is free and accessible to all schools and the HSL will work with GCC Thinktravel team to sign up and develop accreditation for this: www.Modeshiftstars.org.uk Thinktravel@gloucestershire.gov.uk	Educational	✓	✓			TPC	Prior to occupation
TP10	High Visibility Presence at Front of School Staff to provide a presence at the front of the school to try and reduce instances of inappropriate/dangerous parking.	Educational	✓	✓	✓	✓	TPC	Short term

TP11	<p>Monitoring of Parking Behaviour in the Vicinity of the School</p> <p>This will be monitored every year up until full occupation to ensure that where there are issues as a result of inappropriate/obstructive parking takes place, there is a mechanism in place to address it.</p>	Infrastructure	✓	✓	✓	✓	TPC	Short term
TP12	<p>Poster and leaflet campaign on dangerous/obstructive parking</p> <p>Regular reminders/updates to be sent to parents.</p>	Educational	✓	✓	✓	✓	TPC	Medium term
TP13	<p>Service Vehicle Management Plan</p> <p>Inform suppliers of the school's requirements for deliveries/servicing i.e. times, access location etc.</p>	Service vehicles				✓	TPC/School	Short term
TP14	<p>Develop Travel Charter</p> <p>The Travel Charter school policy document sets out the school's commitment and guidelines to safe and sustainable travel to the new school site. It includes guidelines on parking, safer routes for walking and cycling, public transport and car sharing.</p> <p>The Travel Charter is to be distributed as part of pupils and staff induction and training upon starting at the school. Regular reminders of the policies and guidelines within the Travel Charter are to be updated and awareness repeated through media at the school such as on the school website and through reminder bulletins. See Appendix J</p>	Educational	✓	✓	✓	✓	TPC	Prior to occupation

TP15	<p>Staff and Parent Access and Parking Policy</p> <p>A central component of the Travel Charter will be the Access and Parking Policy. This will set out the “dos and don’ts” for access to the new school site.</p>	Educational	✓	✓	✓	✓	TPC	Prior to occupation
TP16	<p>Travel Plan Updates</p> <p>Regular Travel Plan updates to staff, pupils and parents via the website, communications to parents and inductions.</p>	Educational	✓	✓	✓	✓	TPC	Short term
TP17	<p>School Incentives</p> <p>Incentives to be provided to those that travel sustainably.</p>	Educational	✓	✓	✓	✓	TPC	Short term

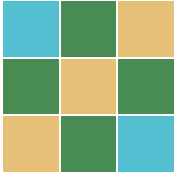
7 Monitoring and Review

Monitoring Strategy

- 7.1 The ongoing monitoring and review of the Travel Plan is a vital component in assessing progress and for highlighting any changes that may be required to meet the targets set. As a ‘living manual’ the Travel Plan can adapt to changes in travel behaviour highlighted in the annual travel survey. The results of the Travel Survey will be submitted to the County Planning Authority by 31st December each year for their approval in writing.
- 7.2 Each year the Travel Plan will be reviewed to assess how well it is performing, at this stage, the HSL will liaise with GCC and Thinktravel to determine if any adjustments need to be made to the TP.
- 7.3 Following a 5-year period from the first baseline survey, where HSL will be at full occupation, the TP should be reviewed as a whole. The HSL will continue to develop the TP after this time due to the wide-ranging benefits it is expected to deliver.
- 7.4 **Table 7.1** sets out an implementation plan for the Travel Plan following the expansion of The High School Leckhampton.

Table 7.1: Implementation Plan

Task	Details	Proposed Timescale for Implementation
Appointment of STPC	Responsible for promoting and marketing the STP and implementing measures	Person appointed
Travel Plan Action Plan	Implement all measures as set out in the Travel Plan Action Plan at Section 6	As per the timescales set out in the Travel Plan Action Plan at Section 6
Surveys and Monitoring	Travel surveys will be undertaken to determine the travel patterns of pupils and staff at the site, which will influence any amendments or refinements to be made to the TP	Autumn 2022 and early summer 2023 months and annually thereafter.



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Appendix A



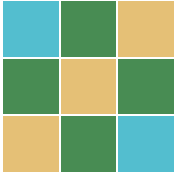
KEY
 Application Site Boundary

Revisions:
 First Issue- 15/07/2019.R.

Location Plan
Cheltenham Secondary School

Client: Kier
 Stage: PLANNING
 DRWG No: **P19-0501_01** REV: -
 Drawn by : RL
 Date: 15/07/2019
 Scale: 1:1250 @ A1





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Appendix B



NOTE: Existing levels raised at boundary on Kidnappers Lane - Highways footpath level to be raised at this corner

Habitat Area/Ecological Corridor - informal swales with long grass, wildflower meadow and native tree and shrub planting

Areas of existing tree vegetation along the east boundary to be retained where possible. However due to inaccessibility (overgrowth of understorey scrub), exact location of individual trees to be reviewed and extent of tree works/understorey scrub removal subject to detailed review on site. It is noted that a number of the existing willow trees along this boundary fall outside of GCC site ownership. Some tree and understorey scrub removal works will be required within the site boundary to facilitate sports pitch. To be carried out in accordance with an arboricultural methodology.

Extent of existing vegetation to this corner to be removed due to proposed levels of astro pitch. Detailed review required on site due to inaccessibility of individual trees and accurate location of trees.

3.0m wide timber boardwalk bridge over culvert. With 1.5m high vertical timbers at varying heights. Gated access.

Staff Vehicle Entrance

KIDNAPPERS LANE

Cheltenham Secondary School
76.550 FFL

Pupil Entrance
Vehicle Entrance

FARM LANE

Vehicle Entrance

Pupil Entrance
Bus route 66 possible layby

FARM LANE

Little Vatch

NOTES

Landscape design proposals should be read in conjunction with the following suite of Pegasus Planning drawings:

- P19-0501: Landscape Masterplan
- P19-0502: Vegetation Retention, Protection & Renewal
- P19-0503: Hard Landscape Proposals
- P19-0504: Boundaries and Fencing
- P19-0505: Site Sections
- P19-0506: Planting Plan & Schedule Sheet 1 of 1
- P19-0507: Planting Plan & Schedule Sheet 2 of 1
- P19-0508: Planting Plan & Schedule Sheet 3 of 1
- P19-0509: Planting Plan & Schedule Sheet 4 of 1
- P19-0510: Planting Plan & Schedule Sheet 5 of 1

Please refer to the following consultants drawings for the following:

- AHR drawings for general arrangement building layouts
- Hydrock drawings for external lighting, drainage proposals and M & E
- Cotswold Transport Consultants for highways and pedestrian network improvement proposals
- Barton Hyatt Arboriculture for tree surveys and tree work methodology proposals

It should be noted, that detailed topographical information along Hathney Brook was limited at time of proposals due to inaccessibility and will be subject to detail design review on site.

- KEY**
- Application Site Boundary
- EXISTING VEGETATION**
- Existing trees and vegetation retained and protected in accordance with BS 5837:2013. See Barton Hyatt Arboriculture Survey for details.
 - Roof Protection Areas of trees and vegetation to be retained.
 - Existing trees and vegetation to be removed.
- SOFT LANDSCAPE**
- Formal Tree Planting
 - Feature Tree Planting
 - Informal Tree Planting (Native / Semi native species)
 - Native buffer planting to boundary
 - Native hedgerows maintained at 1.5m high
 - Amenity shrub and groundcover planting (Container grown stock)
 - Amenity low maintenance grassed areas
 - Tussock long grassed areas
 - Wildflower meadow grassed areas
 - Reinforced grass system to emergency access routes across sports pitches
 - Bull planting
- HARD LANDSCAPE**
- Textured Concrete Block Paving to Main Entrance areas. To be used for similar approved Tegula blocks. Colour: Cedar edged with Charcoal banding. Laid stretcher bond. Size: 175 x 140 x 50mm
 - PCC Block Paving. To be used for similar approved Pedesta. Colour: Cedar edged with Charcoal banding. Laid Herringbone pattern, 90 degrees to kerb siding. Size: 200 x 100 x 40mm
 - Permeable PCC Block Paving to staff parking areas. To be used for similar approved Hydrogrip Pedesta. Colour: Bracken edged with Charcoal banding. Laid Herringbone pattern, 90 degrees to kerb siding. Size: 200 x 100 x 40mm
 - Macadam surface to hard play areas.
 - Macadam surface to car parking & access roads and MUGA (vehicular spec for overspill parking).
 - Macadam surface to footpaths - pedestrian specification.
 - Self binding gravel surface edged with timber edge boards. Colour: Natural Habitat Garden.
- Other Landscaping:**
- Sand Filled Astro Pitch
 - 600mm Wide Terraced Seating to grassed embankment with stepped access. Brick faced to match building with buff coloured slab coping. All steps Tegula block surface.
 - 400mm wide Raised grassed beds with 600mm wide buff coloured slab copings for informal seating. Brick faced to match building.
 - Timber boardwalks to habitat garden
 - Timber boardwalk/bridge over culvert - pupil entrance off Kidnappers Lane. (see indicative image across)
 - Existing Public Right of Way stopped up

- FURNITURE**
- Timber Bench seating (Brazop for similar approved) Whitewash bench seating
 - Circular Timber Benches to Habitat Garden (Brazop for similar approved) Horseshoe circular bench seating
 - Timber Picnic Benches (Brazop for similar approved) Land Picnic Bench
 - External Dining Canopy large enough for 150 pupils (Timber Framed)
 - Bicycle Shelters with PFC Galvanised steel Bicycle hoops. Colour: RAL Black 9005. Suitable for 12 hoops per shelter
 - Ballards to Entrance Area (Marbello for similar approved) Rhino RB101 PFC galvanised steel, colour: RAL Black 9005. 900mm high.
 - Outward Opening Door Protection (Brazop for similar approved) Door barrier: PFC galvanised steel, colour: RAL Black 9005. 450mm wide.
 - 4.0m high Flag Pole
 - Handrails to steps.

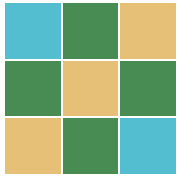
Revisions:
 First Issue - 17/04/2019 NH4
 A - 30/04/2019 RLI Levels review.
 B - 13/05/2019 RLI Landscape design progression
 C - 14/05/2019 RLI Changes in crop. AHR comments
 D - 20/05/2019 RLI Levels changed following DTM. Key added
 E - 27/06/2019 RLI Levels amended to suit hydrock review. PROW omitted, fencing revised to suit, permeable block paving.

Landscape Masterplan
Cheltenham Secondary School

Client: Kier
 Stage: PLANNING
 DRWG No: P19-0501_01
 Drawn by: RL
 Date: 17/04/2019
 Scale: 1:500 @ A1

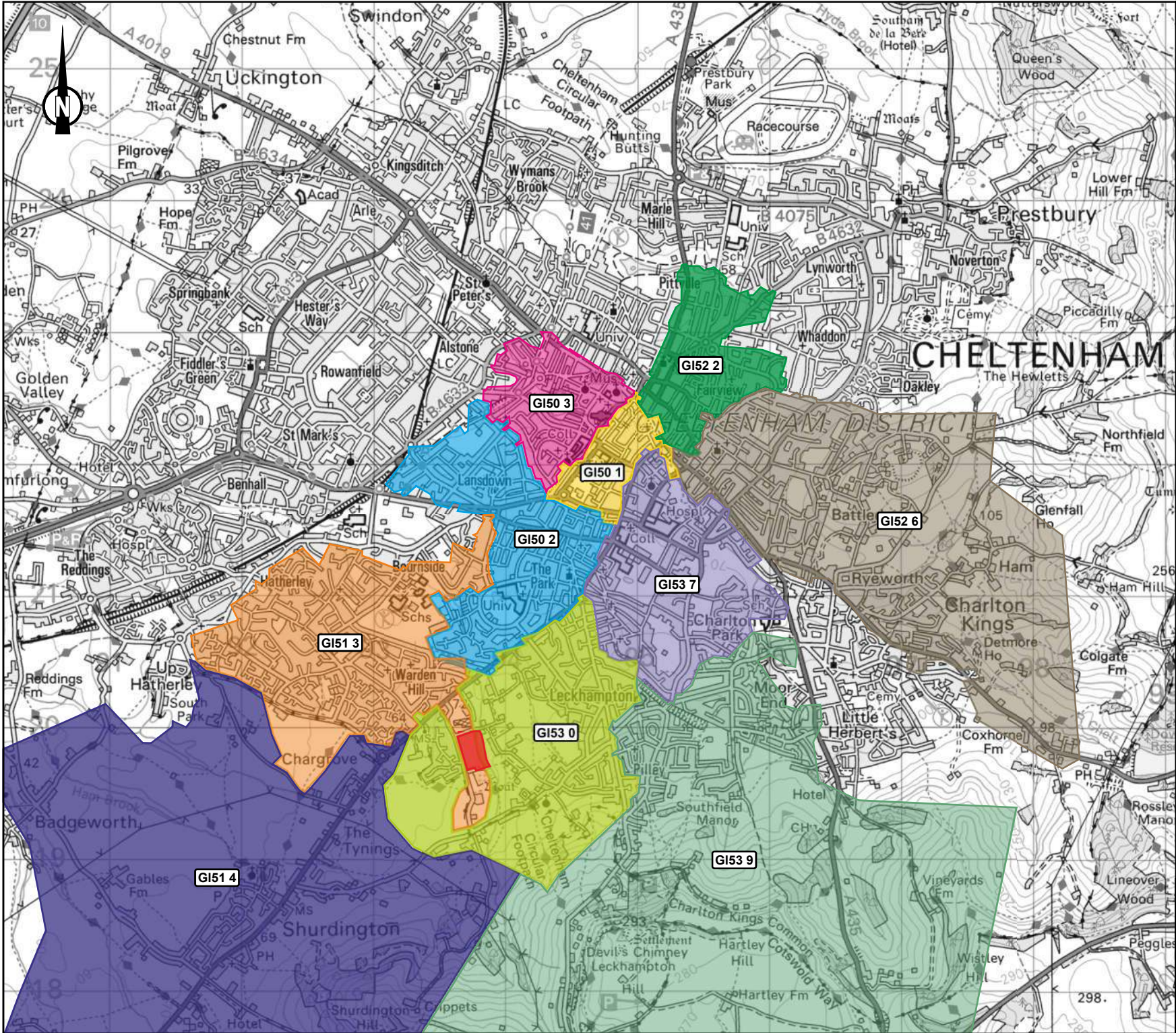
REV: E





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Appendix C



Notes

Key	Pupil Catchment
	Site Location
	GL50 1 (2.3%)
	GL50 2 (3.8%)
	GL50 3 (0.0%)
	GL51 3 (2.8%)
	GL51 4 (10.0%)
	GL52 2 (3.0%)
	GL52 6 (13.4%)
	GL53 0 (28.3%)
	GL53 7 (23.5%)
	GL53 9 (12.8%)



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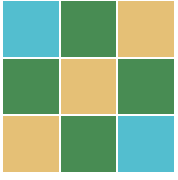
Drawing Title:
Postcode Boundary Catchment

Client:
Gloucestershire County Council

Project:
New Secondary School, Leckhampton

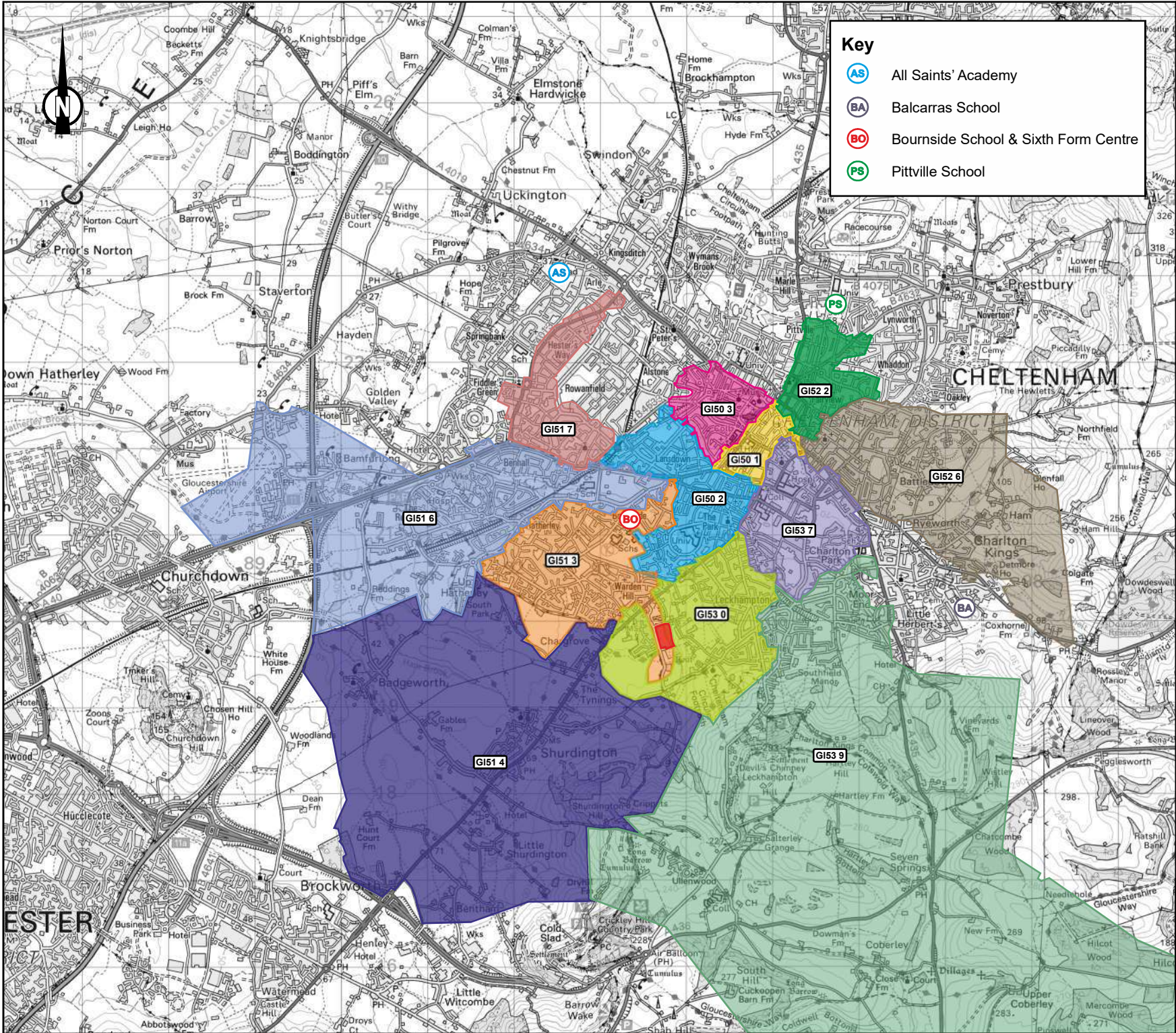
Drawing No: SK01	Revision:
Date Drawn: 07.06.18	Issue Date: 07.06.18
Drawn by: JS	Checked By: BQ
Project Code: CTP-18-102	Scale: NTS

Drawing Status:
ISSUE



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Appendix D



Key

- AS All Saints' Academy
- BA Balcarras School
- BO Bournside School & Sixth Form Centre
- PS Pittville School

Key	Pupil Catchment
 Site Location	
 GL50 1	(1.1%)
 GL50 2	(1.9%)
 GL50 3	(0.0%)
 GL51 3	(1.4%)
 GL51 4	(4.9%)
 GL51 6	(23.2%)
 GL51 7	(27.3%)
 GL52 2	(1.5%)
 GL52 6	(6.6%)
 GL53 0	(14.0%)
 GL53 7	(11.6%)
 GL53 9	(6.4%)



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Drawing Title:
Postcode Boundary Catchment

Client:
Gloucestershire County Council

Project:
New Secondary School, Leckhampton

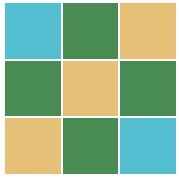
Drawing No: SK01	Revision: A
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Date Drawn: 02.08.18	Issue Date: 02.08.18
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Drawn by: JS	Checked By: BQ
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Project Code: CTP-18-102	Scale: NTS
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Drawing Status:
ISSUE

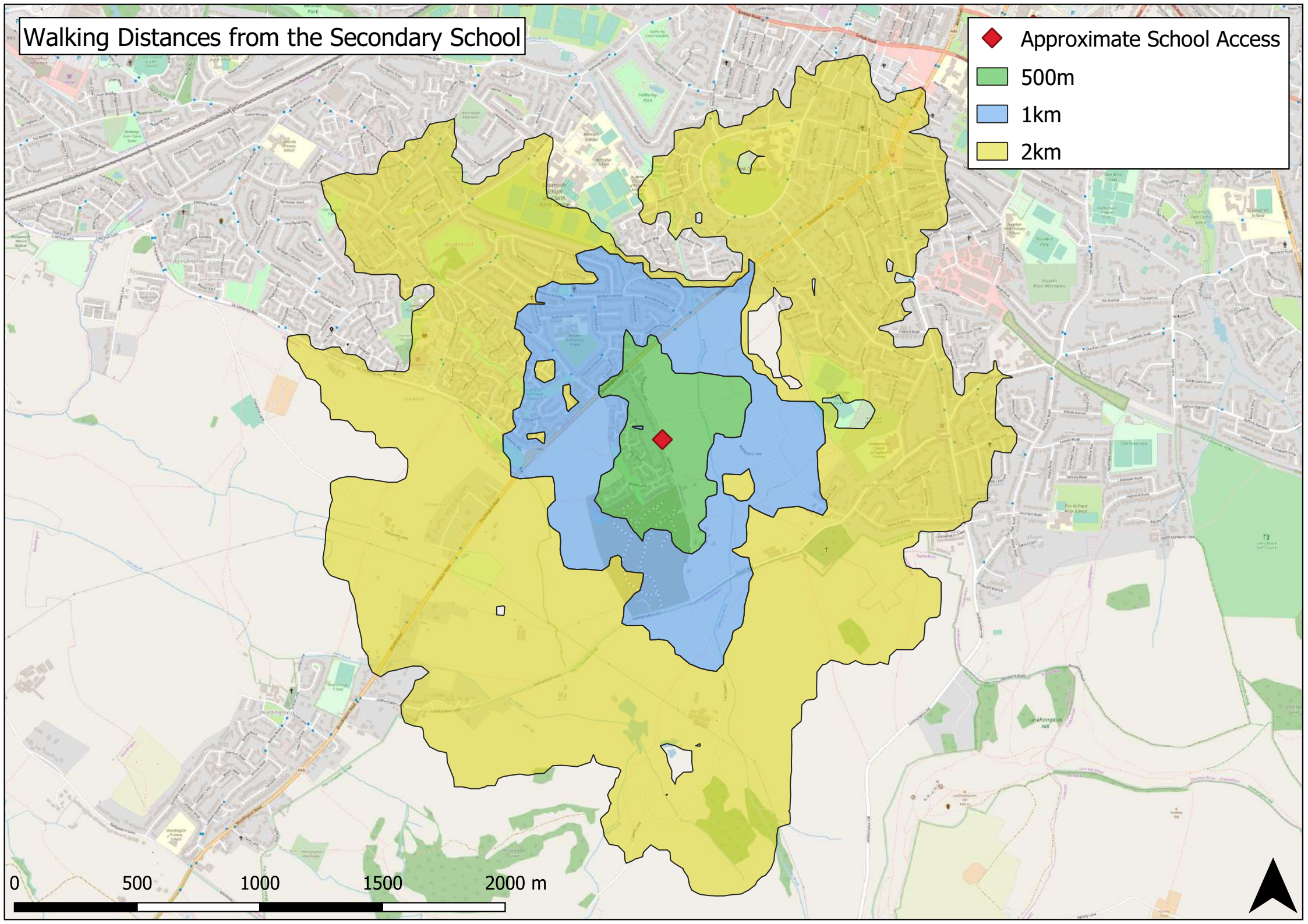


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Appendix E

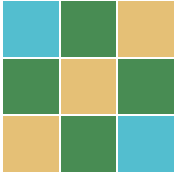
Walking Distances from the Secondary School

- ◆ Approximate School Access
- 500m
- 1km
- 2km



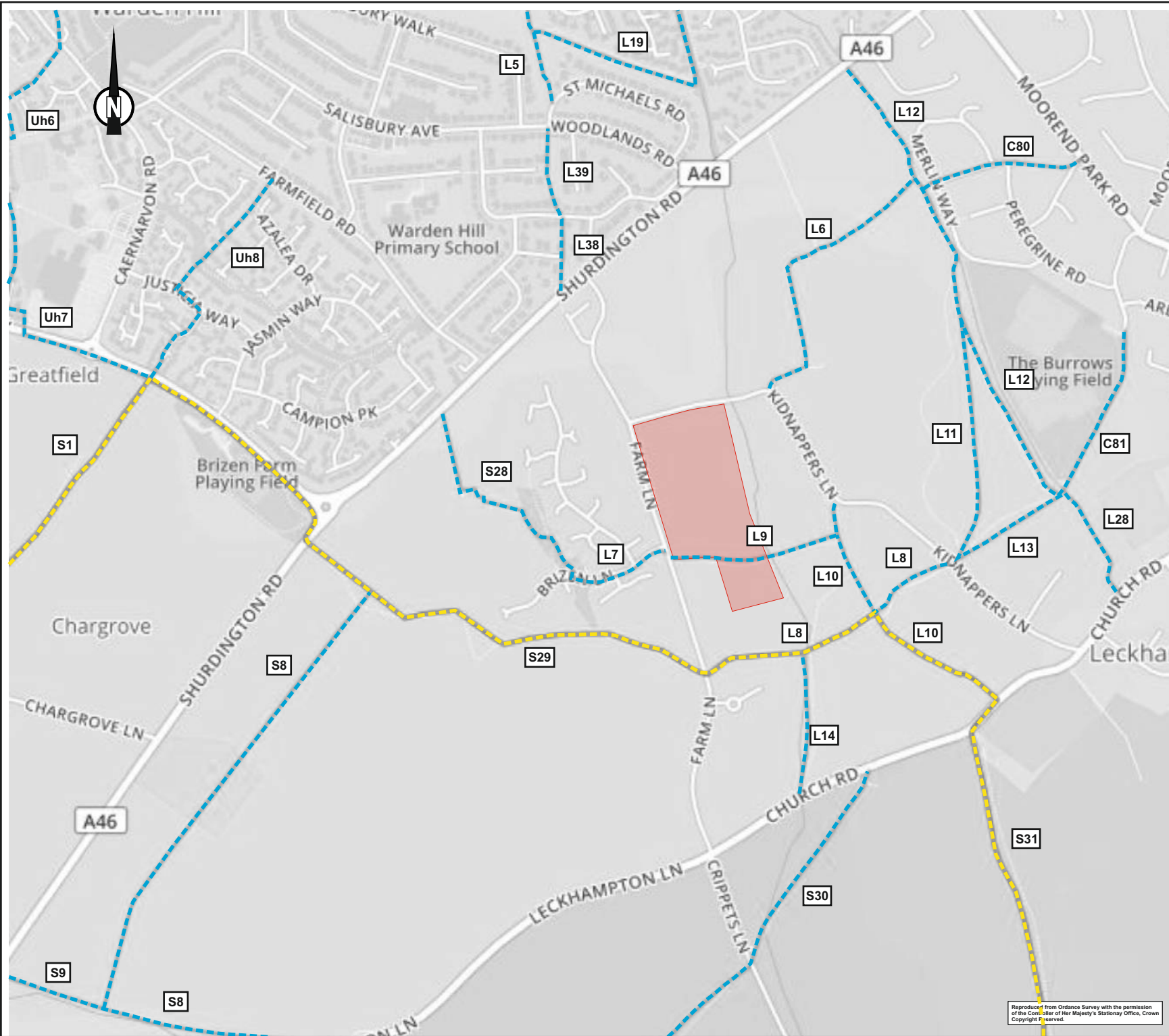
0 500 1000 1500 2000 m





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Appendix F



Notes

Key

- Site Location
- Public Footpath
- Promoted Routes
- L Leckhampton
- Uh Up Hatherley
- S Shurdington
- C Cheltenham



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Drawing Title:
PROW Network

Client:
Kier Construction Ltd

Project:
New Secondary School, Shobdon

Drawing No: Figure 2	Revision:
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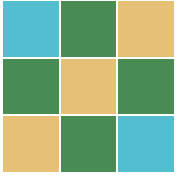
Date Drawn: 14.07.19	Issue Date: 14.07.19
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Drawn by: JS	Checked By: BQ
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Project Code: CTP-18-102	Scale: NTS
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Drawing Status:
ISSUE

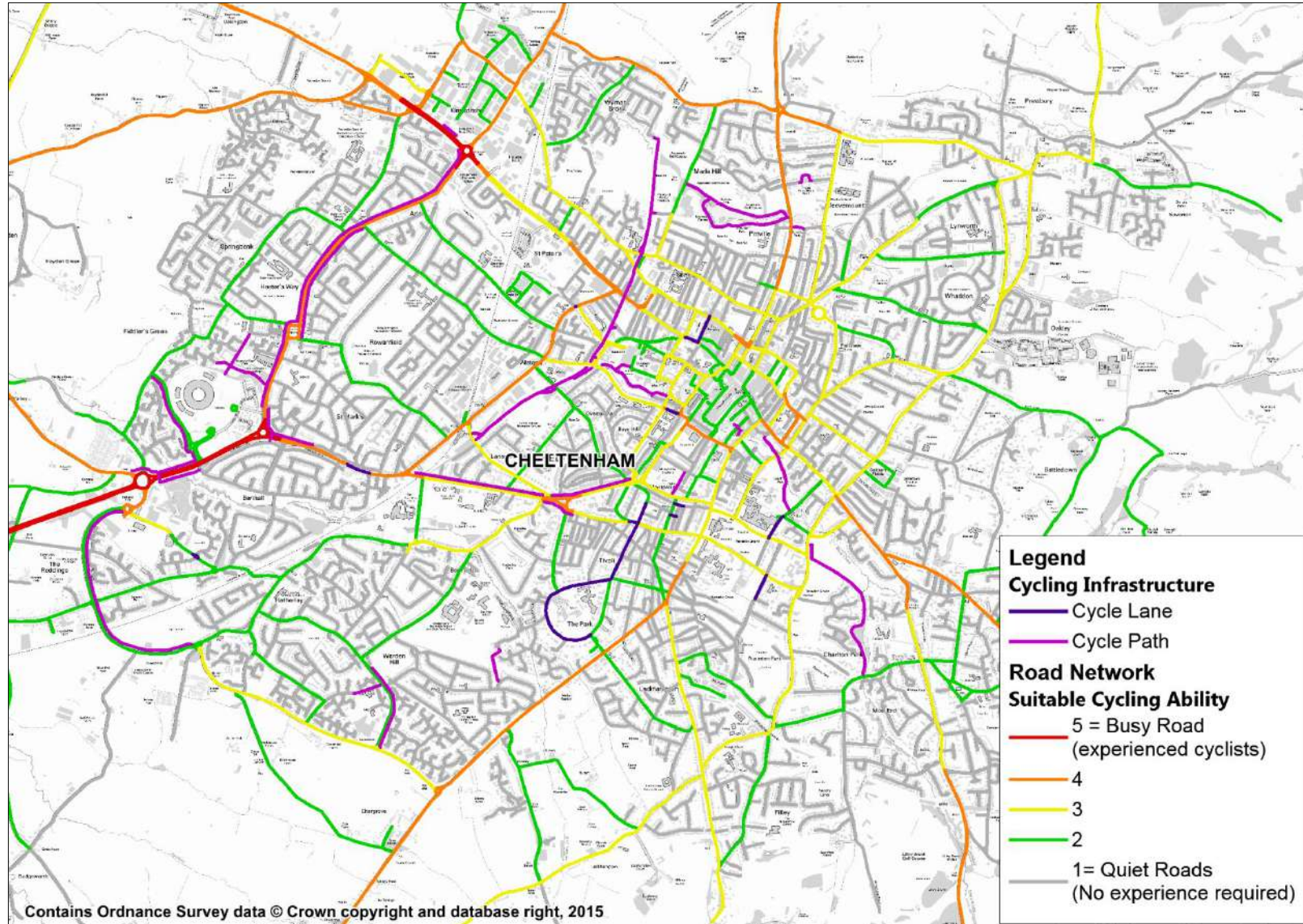
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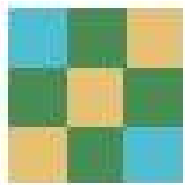


COTSWOLD
TRANSPORT
PLANNING

Appendix G

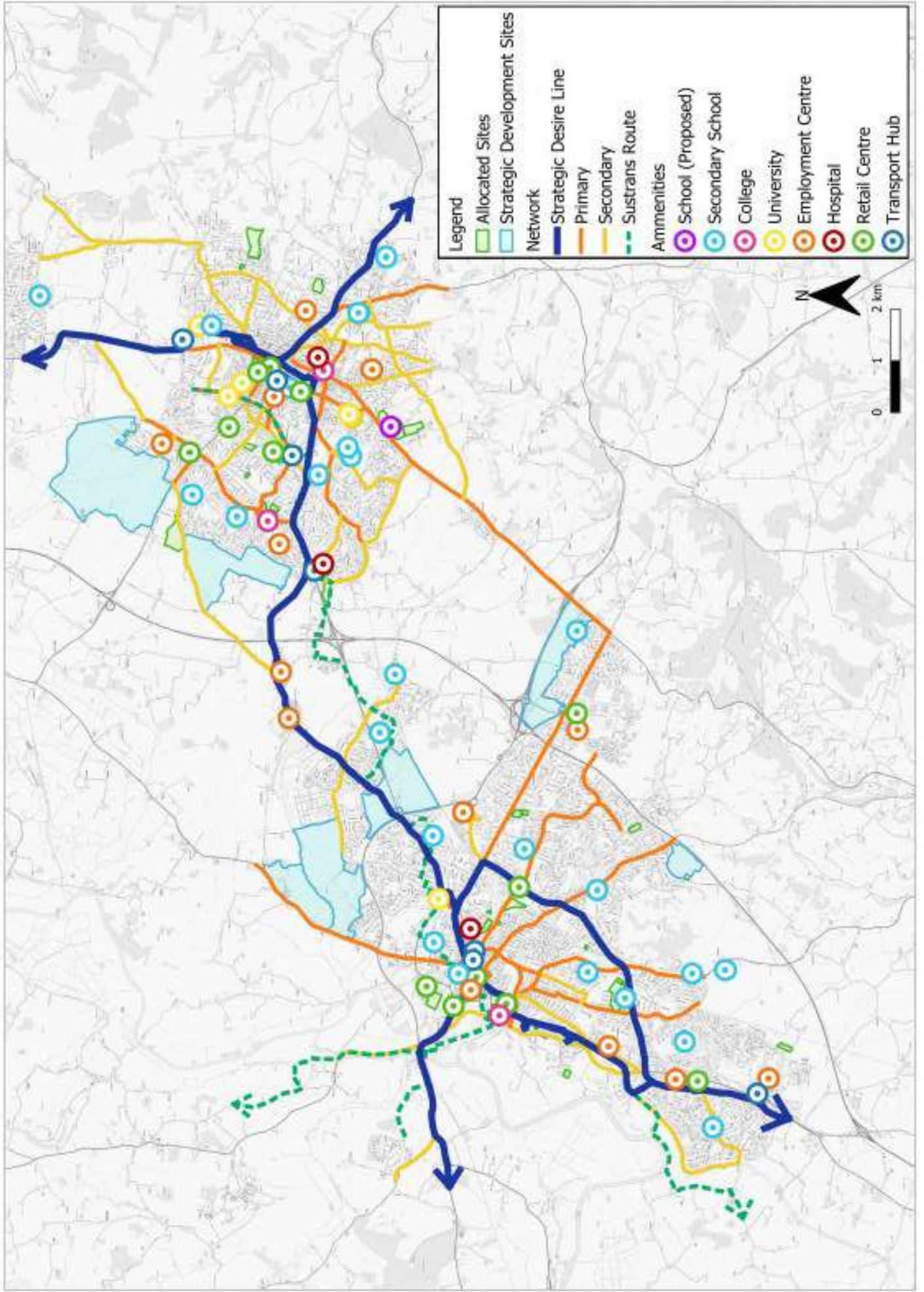
Figure F - Cycle Network – Cheltenham

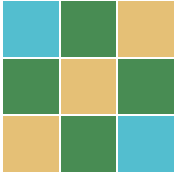




COTSWOLD
TRANSPORT
PLANNING

Appendix H

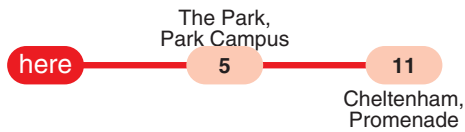




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Appendix I

10 Lwr Tuffley - Podsmead - Gloucester - Hucclecote - Brockworth - Shurdington - The Park - Cheltenham Stagecoach West 



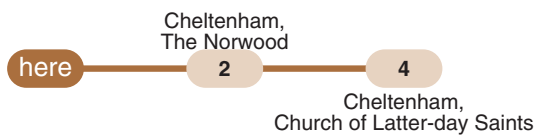
47 Chosen Hill School - Badgeworth - Shurdington - Up Hatherley - The Reddings Gloucester Minibuses



66 Stroud - Painswick - Cheltenham Stagecoach West 



DR8 High School for Girls & Sir Thomas Rich's Schools - Brockworth - Shurdington - Cheltenham Bennetts



The numbers circled indicate approximate timings in minutes from Warden Hill, Farmfield Road

Mondays to Fridays Bus times as at 2nd May 2019

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note		
0554	10		0830	10		1024	10		1218	66		1414	10		1554	10		1734	10		2032	10
0614	10		0843	10		1034	10		1224	10		1418	66		1604	10	18	1736	66		2102	10
0634	10		0853	10		1044	10		1234	10		1424	10		1614	10		1744	10		2132	10
0649	10		0903	10		1054	10		1244	10		1434	10		1616	66	Sch	1754	10		2202	10
0658	66	18	0913	10		1104	10		1254	10		1444	10		1619	DR8	Sch	1804	10		2232	10
0704	10		0915	66		1114	10		1304	10		1454	10		1624	10		1814	10		2302	10
0719	10		0923	10		1118	66		1314	10		1504	10		1631	66		1828	66		2332	10
0733	10		0933	10		1124	10		1318	66		1514	10		1634	10		1829	10			
0747	10		0944	10		1134	10		1324	10		1518	66		1644	10		1847	10			
0800	10		0954	10		1144	10		1334	10		1524	10		1654	10		1902	10			
0805	66		1004	10		1154	10		1344	10		1525	47	Sch	1704	10		1917	10			
0810	10		1014	10		1204	10		1354	10		1534	10		1714	10		1932	10			
0820	10		1018	66		1214	10		1404	10		1544	10		1724	10		2002	10			

Saturdays Bus times as at 4th May 2019

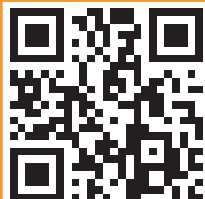
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note		
0703	10		0917	10		1053	10		1229	10		1417	10		1553	10		1729	10		1932	10
0718	66		0918	66		1105	10		1241	10		1418	66		1605	10		1741	10		2002	10
0723	10		0929	10		1117	10		1253	10		1429	10		1617	10		1753	10		2032	10
0743	10		0941	10		1118	66		1305	10		1441	10		1618	66		1805	10		2102	10
0803	10		0953	10		1129	10		1317	10		1453	10		1629	10		1817	10		2132	10
0818	66		1005	10		1141	10		1318	66		1505	10		1641	10		1818	66		2202	10
0823	10		1017	10		1153	10		1329	10		1517	10		1653	10		1832	10		2232	10
0838	10		1018	66		1205	10		1341	10		1518	66		1705	10		1847	10		2302	10
0853	10		1029	10		1217	10		1353	10		1529	10		1717	10		1902	10		2332	10
0905	10		1041	10		1218	66		1405	10		1541	10		1718	66		1917	10			

Sundays Bus times as at 5th May 2019

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note		
0747	10		0959	10		1139	10		1319	10		1459	10		1639	10		1819	10		2312	10
0819	10		1015	66		1159	10		1339	10		1519	10		1659	10		1839	10			
0839	10		1019	10		1215	66		1359	10		1539	10		1719	10		1912	10			
0859	10		1039	10		1219	10		1415	66		1559	10		1739	10		2012	10			
0919	10		1059	10		1239	10		1419	10		1615	66		1759	10		2112	10			
0939	10		1119	10		1259	10		1439	10		1619	10		1815	66		2212	10			

Notes: Sch - Gloucestershire School Days 18 - to 31.12.19
Times shown in italics are approximate times

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

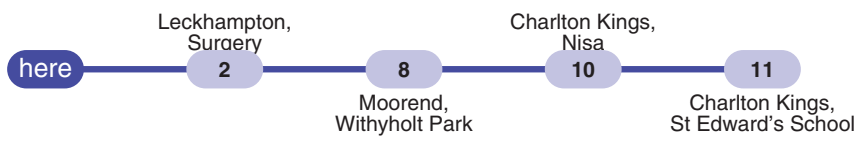
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **glodpmwp**

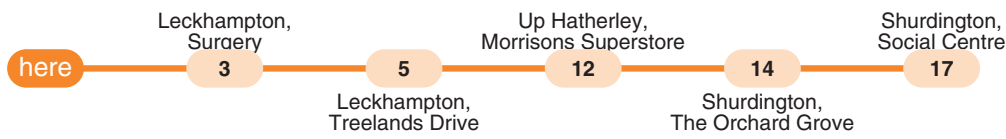
NextBuses
Bus times by mobile browser



RC2 Ribston Hall & Crypt Schools - Abbeymead - Leckhampton - Charlton Kings Bennetts



Y Morrisons - Shurdington - Warden Hill - Leckhampton Community Connexions
Monday Only



The numbers circled indicate approximate timings in minutes from Warden Hill, Farmfield Road

Mondays to Fridays Bus times as at 2nd May 2019

Time Service Note **Time Service Note**
1122 **Y** G,Mo 1621 **RC2** Sch

Saturdays

No Service

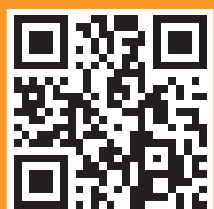
Sundays

No Service

Notes: Sch - Gloucestershire School Days Mo - Mondays G - Supported by Gloucestershire County Council

BY SMS

Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: glodpmwp

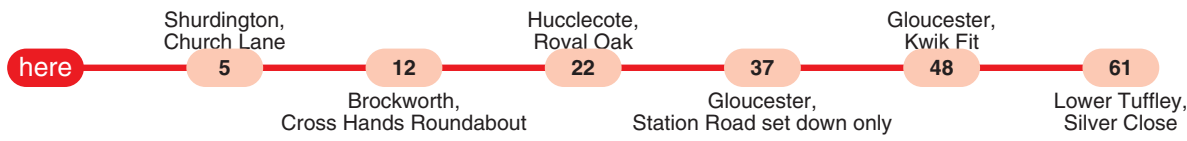
NextBuses

Bus times by mobile browser



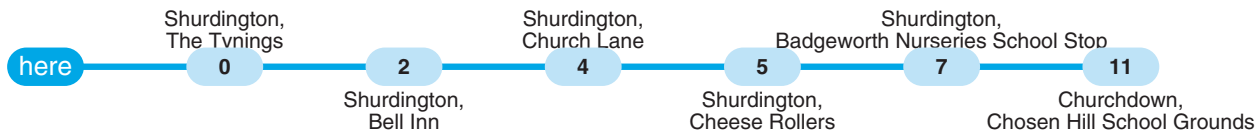
10 Cheltenham - The Park - Shurdington - Brockworth - Hucclecote - Gloucester - Lwr Tuffley

Stagecoach West 



47 The Reddings - Up Hatherley - Shurdington - Badgeworth - Chosen Hill School

Gloucester Minibuses



The numbers circled indicate approximate timings in minutes from Warden Hill, Kidnappers' Lane

Mondays to Fridays

Bus times as at 2nd May 2019

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0623	10	0834	10	1023	10	1213	10	1403	10	1555	10	1745	10 1
0643	10	0844	10	1033	10	1223	10	1413	10	1605	10	1755	10
0703	10	0854	10	1043	10	1233	10	1423	10	1615	10	1805	10 1
0719	10	0904	10	1053	10	1243	10	1433	10	1625	10	1815	10
0729	10	0914	10	1103	10	1253	10	1443	10	1635	10	1828	10
0739	10	0924	10	1113	10	1303	10	1453	10	1645	10	1843	10
0749	10	0934	10 1	1123	10	1313	10	1505	10	1655	10	1858	10 1
0759	10	0943	10	1133	10	1323	10	1515	10	1705	10	1913	10
0800	47 Sch	0953	10	1143	10	1333	10	1525	10	1715	10	1928	10 1
0811	10	1003	10	1153	10	1343	10	1535	10	1725	10 1	1943	10
0824	10	1013	10	1203	10	1353	10	1545	10	1735	10	1958	10 1

Saturdays

Bus times as at 4th May 2019

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0728	10	0954	10	1142	10	1330	10	1518	10	1706	10	1913	10
0748	10	1006	10	1154	10	1342	10	1530	10	1718	10 1	1928	10 1
0808	10	1018	10	1206	10	1354	10	1542	10	1730	10	1943	10
0828	10	1030	10	1218	10	1406	10	1554	10	1743	10	1958	10 1
0848	10	1042	10	1230	10	1418	10	1606	10	1758	10	2021	10
0903	10	1054	10	1242	10	1430	10	1618	10	1813	10	2051	10
0918	10	1106	10	1254	10	1442	10	1630	10	1828	10	2121	10
0930	10	1118	10	1306	10	1454	10	1642	10	1843	10	2151	10
0942	10	1130	10	1318	10	1506	10	1654	10	1858	10 1	2221	10

Sundays

Bus times as at 5th May 2019

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0808	10	0948	10	1128	10	1308	10	1448	10	1628	10	1808	10
0828	10	1008	10	1148	10	1328	10	1508	10	1648	10	1828	10
0848	10	1028	10	1208	10	1348	10	1528	10	1708	10	1848	10
0908	10	1048	10	1228	10	1408	10	1548	10	1728	10	1908	10 1
0928	10	1108	10	1248	10	1428	10	1608	10	1748	10	1931	10

Notes: Sch - Gloucestershire School Days 1 - terminates at Gloucester, Station Road set down only
Times shown in italics are approximate times

BY SMS

Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

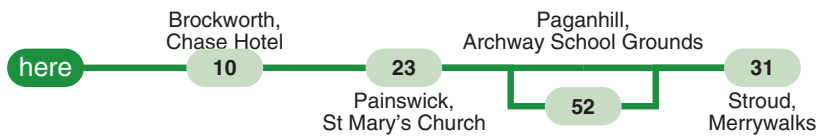
Code for this stop: **glodptda**

NextBuses

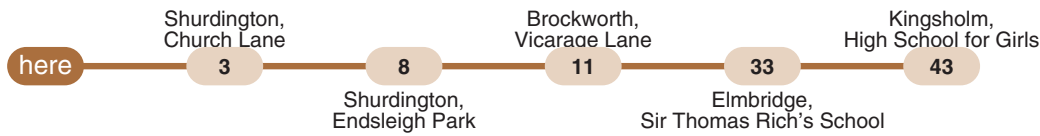
Bus times by mobile browser



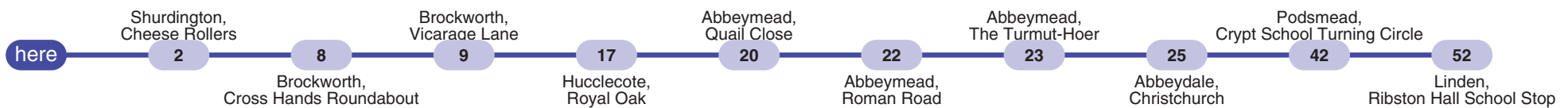
66 Cheltenham - Painswick - Stroud Stagecoach West 



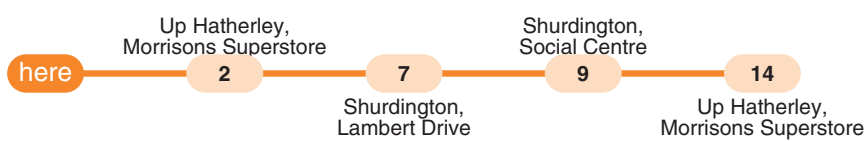
DR8 Cheltenham - Shurdington - Brockworth - Sir Thomas Rich's & High School for Girls Schools Bennetts



RC2 Charlton Kings - Leckhampton - Abbeymead - Crypt & Ribston Hall Schools Bennetts



Y Leckhampton - Warden Hill - Shurdington - Morrisons Monday Only Community Connexions



The numbers circled indicate approximate timings in minutes from Warden Hill, Kidnappers' Lane

Mondays to Fridays Bus times as at 2nd May 2019

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0718	66	Sch	0733	RC2	Sch	0946	66		1146	66	
0728	66	SH	0737	DR8	Sch	1004	Y	G,Mo	1246	66	
0733	66	1,Sch	0843	66		1046	66		1346	66	
									1446	66	
									1546	66	
									1658	66	
									1728	66	
									1811	66	
									1856	66	

Saturdays Bus times as at 4th May 2019


Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0746	66		0946	66		1146	66		1346	66	
0846	66		1046	66		1246	66		1446	66	
									1546	66	
									1646	66	
									1746	66	
									1846	66	

Sundays Bus times as at 5th May 2019

Time	Service	Note	Time	Service	Note	Time	Service	Note
1048	66		1248	66		1448	66	
						1648	66	
						1848	66	

Notes: Sch - Gloucestershire School Days Mo - Mondays G - Supported by Gloucestershire County Council 1 - serves Paganhill, Archway School Grounds
SH - Gloucestershire School Holidays

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

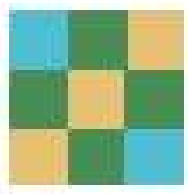
84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: glodptda

NextBuses
Bus times by mobile browser





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Appendix J

Travel Charter

Access and Parking

- The High School Leckhampton will provide clear and concise guidelines to its parents/guardians and staff in the form of the “High School Leckhampton Access and Parking Policy.” An explanatory letter containing the policy will be sent to parents/guardians of existing pupils. The Access and Parking Policy will also be distributed as part of a pupil’s induction into the School and will then be repeated and updated thereafter through a range of media including the school website as well regular bulletins such as parent mail.

Safer Walking Routes

- The safety of pupils, both in and outside of the school grounds, is of paramount importance. Please do not obstruct footpaths or footways when dropping off/picking up your child / children.
- Please drive slowly when on site and be mindful of everyone around you.
- Pupils will be given regular safety briefings at School as part of their welfare training. Within those briefings, emphasis will be placed upon adherence to the school policies on safer walking routes.



Safe Cycle Parking

- The High School Leckhampton provides over 115 secure parking spaces for cycles within the confines of the school grounds, please use them.
- If you require, you will be provided with a plan demonstrating the location of parking areas around Balcarras School.

School Buses

- Service buses pick up and drop off very close to the school, particularly numbers 10 and 66. Please contact Stagecoach for further details.

Car Sharing

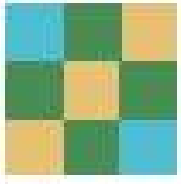
- The High School Leckhampton will commit to raising awareness of the benefits of car sharing, parents / guardians will be able to contact the School Travel Plan Co-ordinator, who will help them find another parent / guardian to car share with.

Rewarding Sustainable Travel

The High School Leckhampton will reward pupils who travel sustainably. Pupils that walk, cycle, scooter, travel by bus or car share as often as they can, will be recognised to promote a positive attitude towards sustainable travel.

Thank you for your co-operation.





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Appendix K



Access and Parking Policy

Dos and Don'ts

Do...

- **Remember cycle parking facilities** are available on-site. Please use them!
- Be aware that you are able to park further away from the school and walk in. If you do drive to the school, ***please give yourself enough time to park and walk to drop off and pick up.***
- Ensure you ***park legally and with consideration*** for others when parking to bring your children to, or collect them from, The High School Leckhampton. Please also make sure that anyone else who is responsible for taking your child/children to and from school ***is aware of this Access and Parking Policy.***
- ***Follow safety guidelines*** provided when walking to and from the school entrances.
- Think about ***'doing away with the car'***. Instead of getting a lift, there are many options available including walking or cycling that will benefit your health.
- Realise that this is for ***the safety of the pupils at our School.***



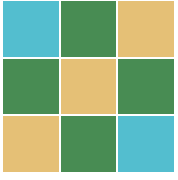
Do not...

- Park illegally across junctions, ***this makes it very difficult for cars to pull out safely.***
- ***Park where you are not supposed to.***
- Park illegally across dropped kerbs, including driveways, or tactile crossings. This makes it difficult for residents, ***please be considerate to our neighbours.***
- Park illegally on footpaths / footways / verges, ***this is dangerous for pupils.***
- Park so that your vehicle causes an obstruction, ***this leads to queueing, and causes an inconvenience to you and the residents.***
- Allow children to leave a car from a door opening onto the road.

And above all else...

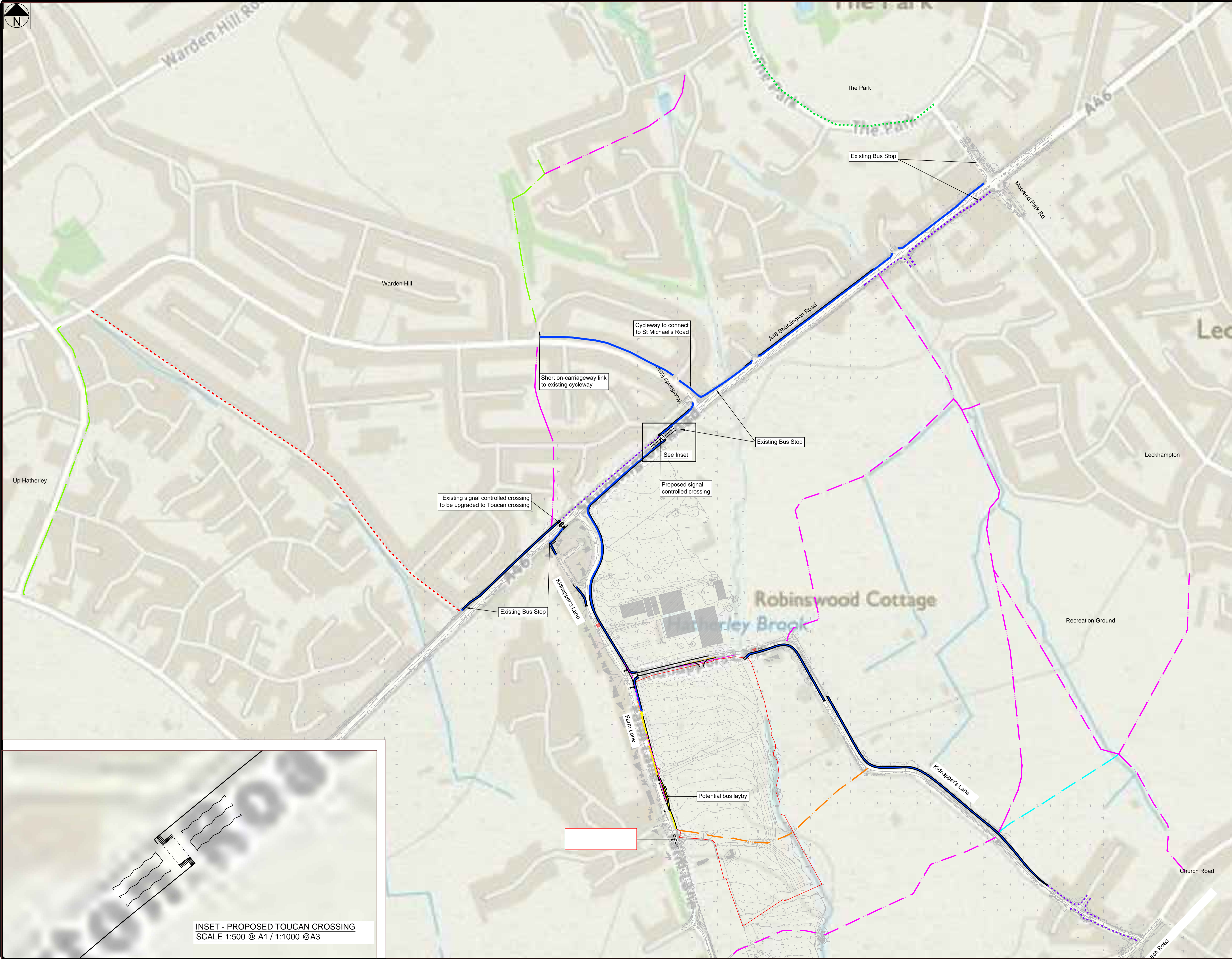
We want all pupils at The High School Leckhampton to be able to travel to and from school safely. *Please help us achieve this.*

Thank you for your co-operation.



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Appendix L



Notes:
 1. Proposed works are shown indicatively subject to confirmation of site constraints and legal processes.

Key

- Existing footway to be retained.
- Existing footway to be widened to 2m
- New or upgraded unsegregated footway / cycleway with associated signage
- Existing public right of way to be retained
- Existing public right of way to be improved (subject to any necessary permissions)
- Existing public right of way to be stopped-up subject to necessary Order
- Existing footway / cycleway
- Existing on-carriageway cycle lane
- Recommended cycle route on Farmfield Road with advisory carriageway cycle markings

Up Hatherley

Warden Hill Road

Warden Hill

The Park

The Park

A46

Existing Bus Stop

Moorend Park Rd

A46 Shurdington Road

Cycleway to connect to St Michael's Road

Short on-carriageway link to existing cycleway

See Inset

Existing Bus Stop

Proposed signal controlled crossing

Existing signal controlled crossing to be upgraded to Toucan crossing

Existing Bus Stop

Kingsapper's Lane

Robinswood Cottage

Harley Brook

Leckhampton

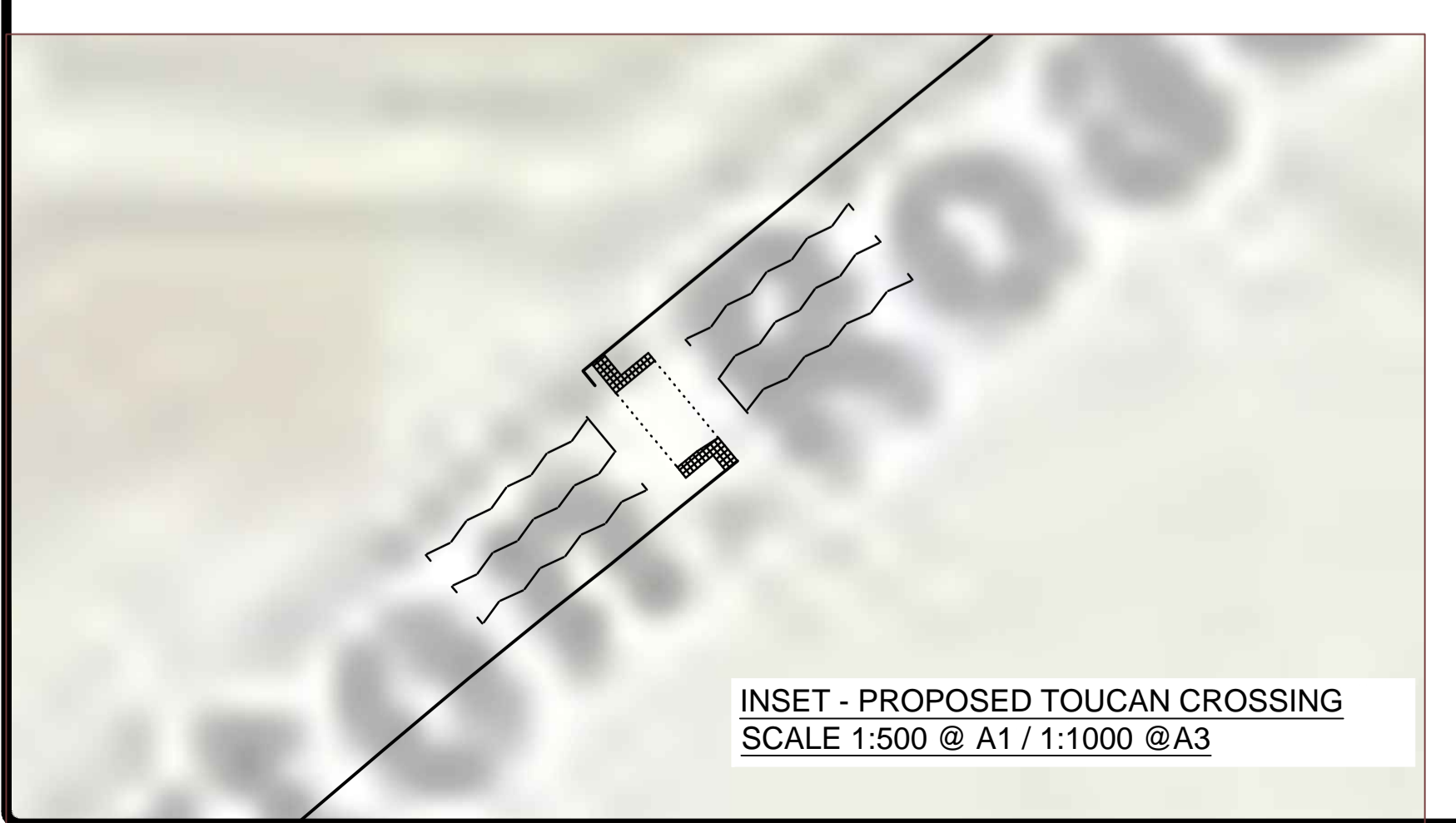
Recreation Ground

Farm Lane

Potential bus layby

Kingsapper's Lane

Church Road



Cotswold Transport Planning Ltd
 121 Promenade
 Cheltenham
 Gloucestershire
 GL50 1NW
 Tel: 01242 370283
 cheltenham@cotswoldtp.co.uk
 www.cotswoldtp.co.uk

Drawing Title:
 Sustainable Infrastructure Strategy

Client:
 Kier

Project:
 New Secondary School, Cheltenham

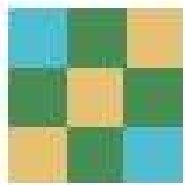
Drawing No: SK01
 Revision: F

Date Drawn: 24.01.19
 Issue Date: 14.06.19

Drawn by: MP/MW
 Checked by: BQ

Project Code: CTP-18-102
 Scale at A1: 1:2500 @ A1 / 1:5000 @ A3






Drawing Status:
 Preliminary

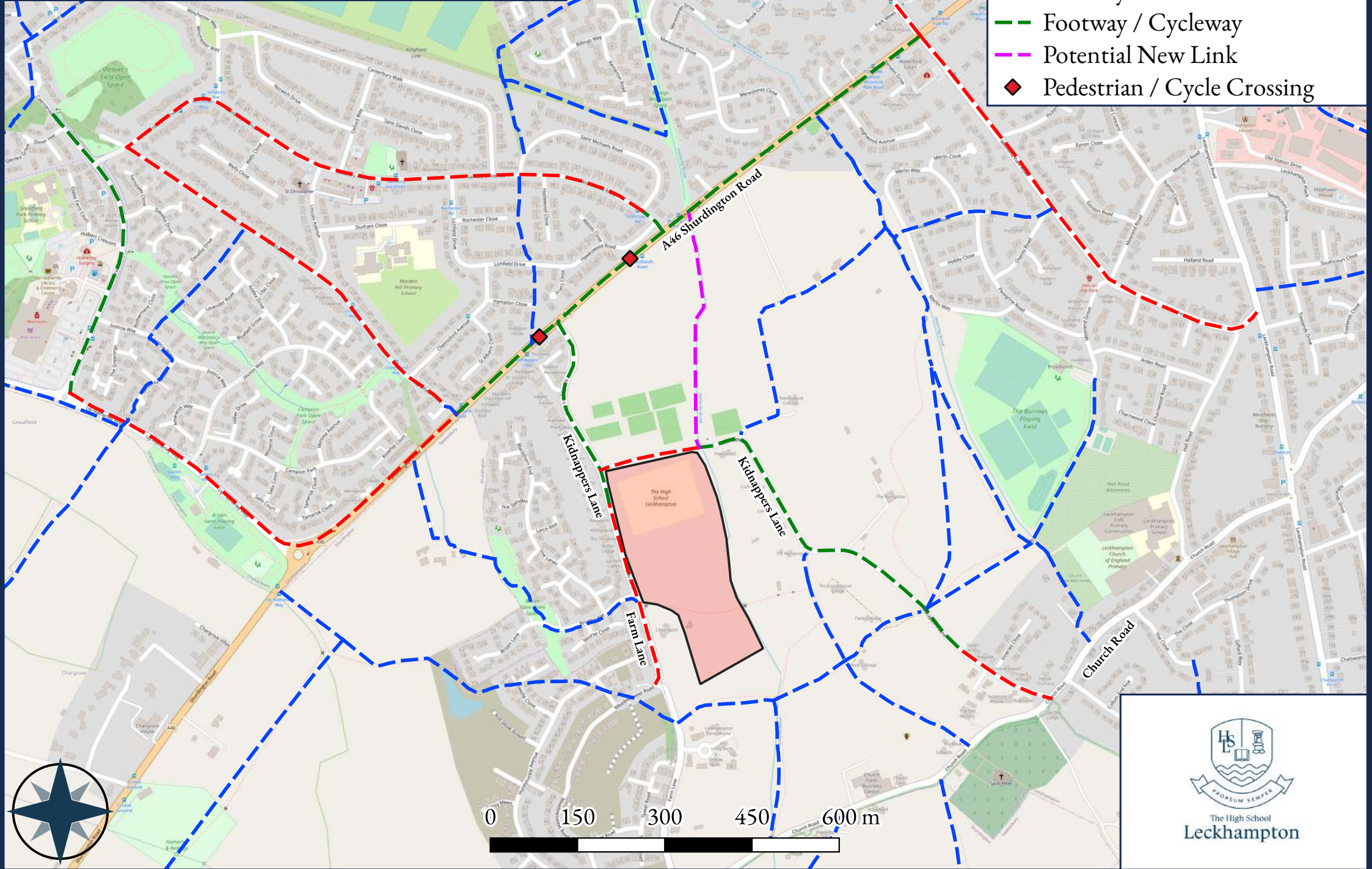


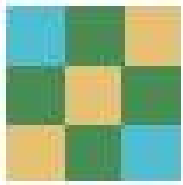
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PLANNING

Appendix M

The High School Leckhampton - Safer Walking and Cycling Routes Map

-  The High School Leckhampton
-  Footpath
-  Footway
-  Footway / Cycleway
-  Potential New Link
-  Pedestrian / Cycle Crossing





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Appendix N

HSL



The High School Leckhampton contact details

Telephone— TBC
c/o Balcarras School

Email—thsl@balcarras.gloucs.sch.uk

Website—[www.https://www.hsl.gloucs.sch.uk](https://www.hsl.gloucs.sch.uk)

Travel Information Guide



The High School
Leckhampton

Helping you find your way sustainably

Sustainable Travel at The High School Leckhampton

At The High School Leckhampton, as part of our commitment to sustainability, we are looking to improve our carbon footprint by facilitating and encouraging sustainable modes of Travel, such as public transport, walking, cycling and car sharing.

This Travel Information Guide will provide you with the information you need to choose to travel more sustainably on a day to day basis.



Walking and Cycling

Walking and cycling are excellent ways to improve your general health, vitality and wellbeing. They are also the most simple, easy and reliable way to travel to and from THSL

If you live in or near Cheltenham, why not consider cycling to THSL. If you live close, walking could be a realistic option for you. Switching to these modes can improve your physical and mental health. A map of the Safer Routes for walking and cycling to THSL are provided within this guide.

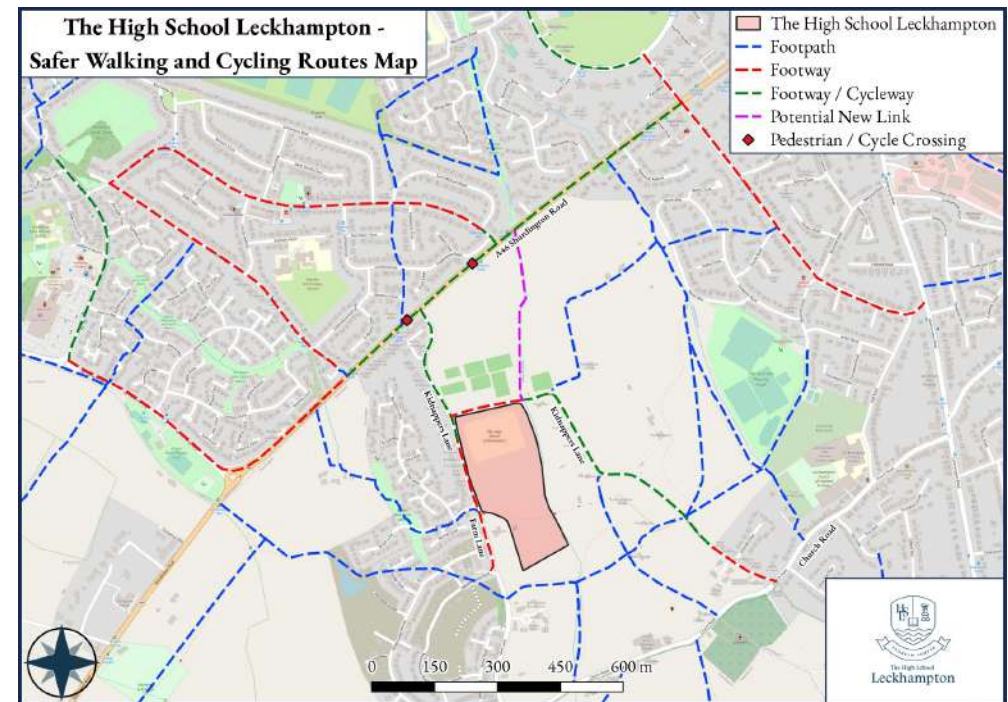
Safe and secure cycle parking is available at THSL which means you can have peace of mind whilst going about your school day. The map of Balcarras School contained within this pack indicates cycle parking locations for your reference. We will be promoting "Walk to School" events and cycle training.

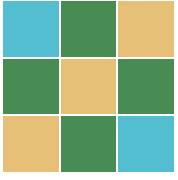
Please contact the Travel Plan Co-ordinator for more information,

Safe routes to

The High School Leckhampton

The map below shows the existing sustainable facilities in the vicinity of The High School Leckhampton. There are a wide range of apps (on iOS and android) currently available that can assist you with your sustainable travel choices.



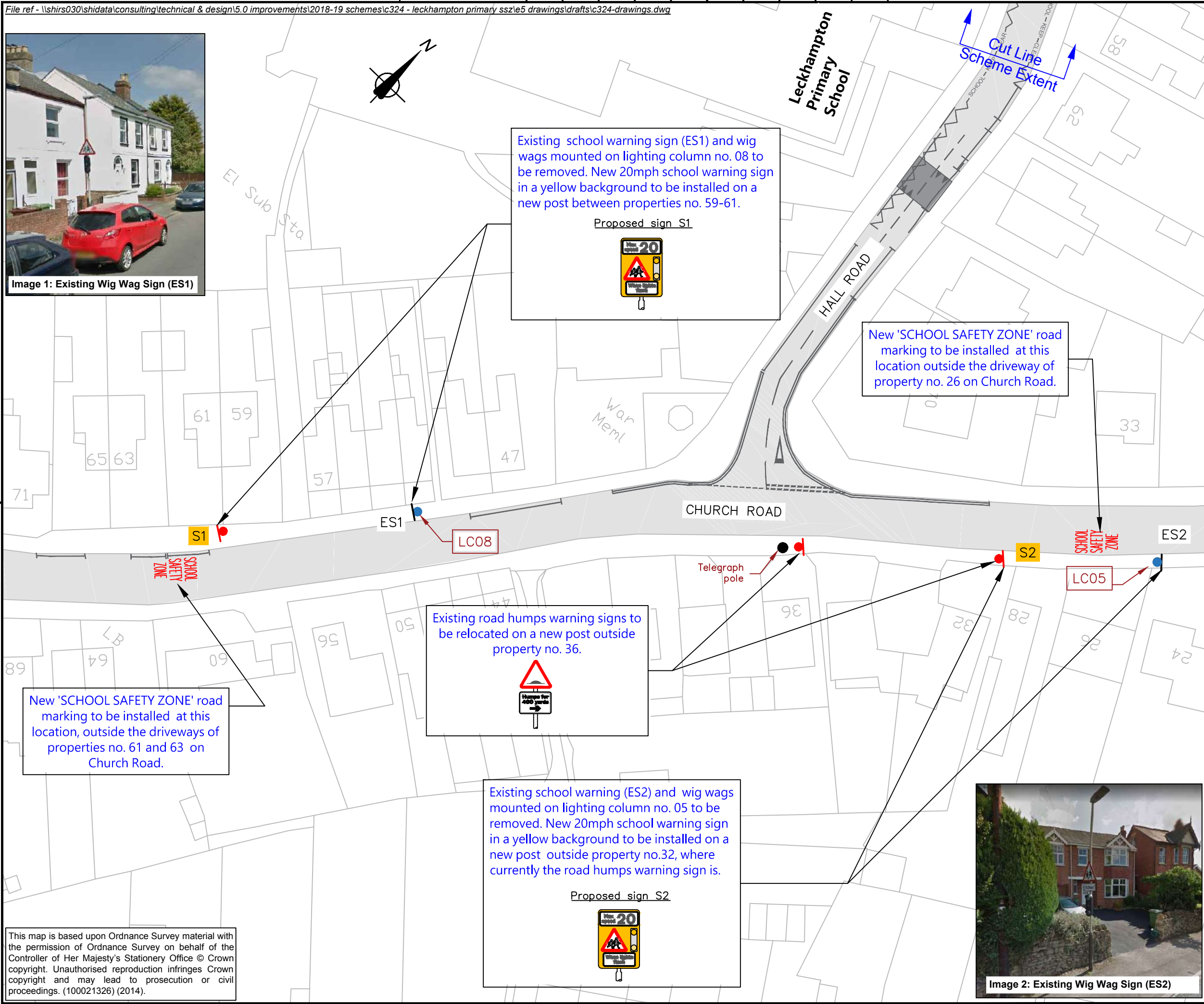


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Appendix O



Image 1: Existing Wig Wag Sign (ES1)



Existing school warning sign (ES1) and wig wags mounted on lighting column no. 08 to be removed. New 20mph school warning sign in a yellow background to be installed on a new post between properties no. 59-61.

Proposed sign S1



New 'SCHOOL SAFETY ZONE' road marking to be installed at this location outside the driveway of property no. 26 on Church Road.

Existing road humps warning signs to be relocated on a new post outside property no. 36.



New 'SCHOOL SAFETY ZONE' road marking to be installed at this location, outside the driveways of properties no. 61 and 63 on Church Road.

Existing school warning (ES2) and wig wags mounted on lighting column no. 05 to be removed. New 20mph school warning sign in a yellow background to be installed on a new post outside property no.32, where currently the road humps warning sign is.

Proposed sign S2



- KEY:**
- Existing sign mounted on lighting column
 - Proposed sign on new post

- NOTES**
- Proposed location of new signs will need to be confirmed on site.
 - This drawing to be used only for consultation, a separate drawing will be issued for construction.

Rev	Rev details	Drwn	Chkd	Appd	Date

Designed: EM Date: Nov 2018
 Drawn: EM Date: Nov 2018
 Checked: DL Date: Nov 2018
 Approved: AH Date: Nov 2018



Client
C324 - Leckhampton Primary SSZ

Drawing Title
Highways Improvements Works General Arrangement

Original Drg Size : A3 Scale : 1:500
 Dimensions : -

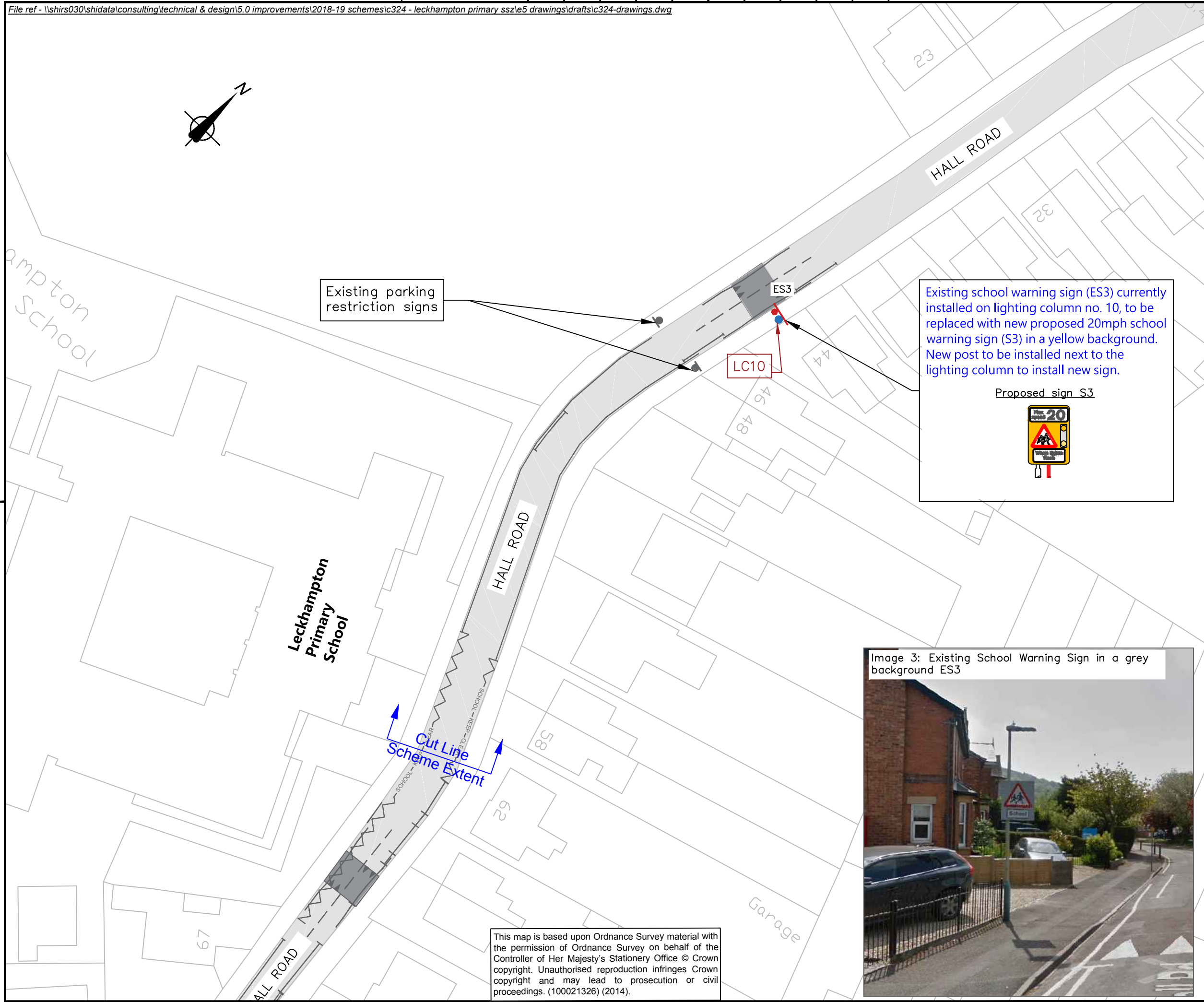
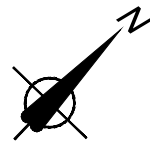
Drawing Status
CONSULTATION Suitability S0

Drawing No
C324-CONS-01 Revision 0



Image 2: Existing Wig Wag Sign (ES2)

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Existing parking restriction signs

ES3
LC10

Existing school warning sign (ES3) currently installed on lighting column no. 10, to be replaced with new proposed 20mph school warning sign (S3) in a yellow background. New post to be installed next to the lighting column to install new sign.

Proposed sign S3



Leckhampton Primary School

HALL ROAD

Cut Line Scheme Extent

Garage

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KEY:

- Existing sign mounted on lighting column
- Proposed sign on new post

NOTES

1. Proposed locations of new signs will need to be confirmed on site.
2. This drawing to be used only for consultation, a separate drawing will be issued for construction.

Rev	Rev details	Drwn	Chkd	Appd	Date

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Client

Project Name
C324 - Leckhampton Primary SSZ

Drawing Title
**Highways Improvements Works
General Arrangement**

Original Drg Size : A3 Scale : 1:500
Dimensions : -

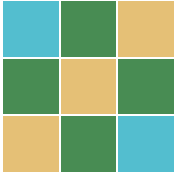
Drawing Status
CONSULTATION Suitability
S0

Drawing No
C324-CONS-02 Revision
0

Image 3: Existing School Warning Sign in a grey background ES3

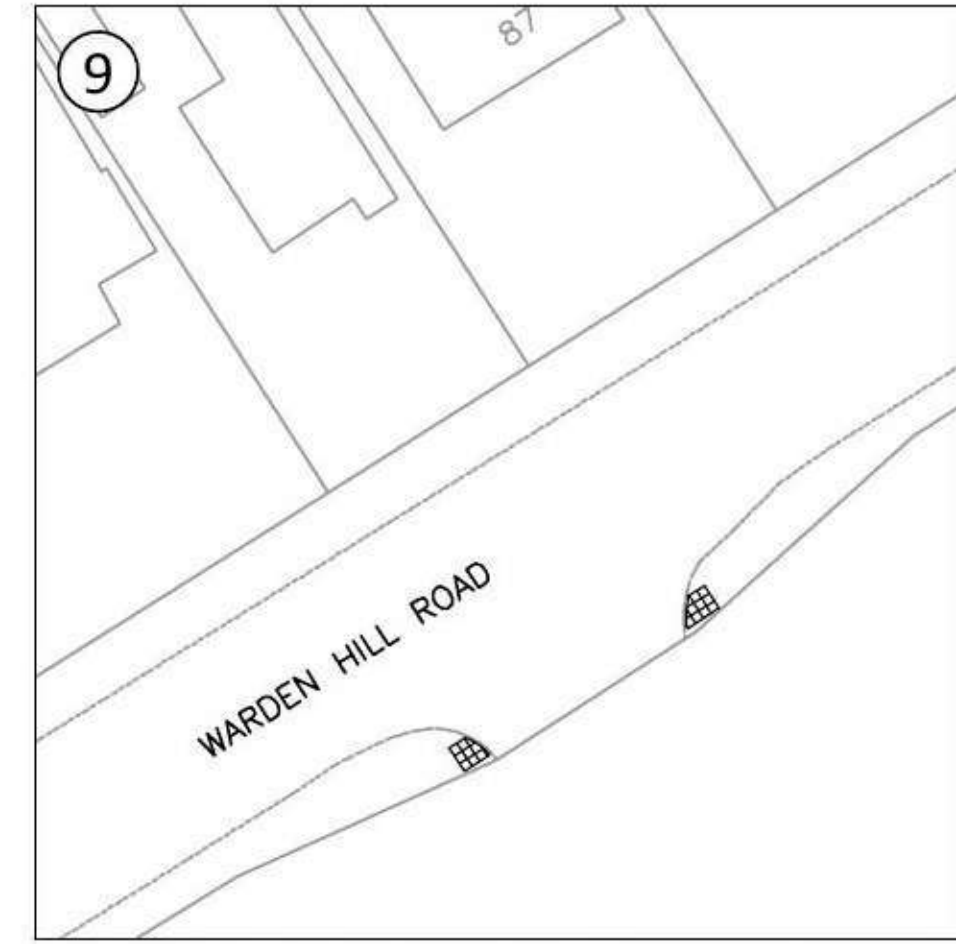


DRAFT

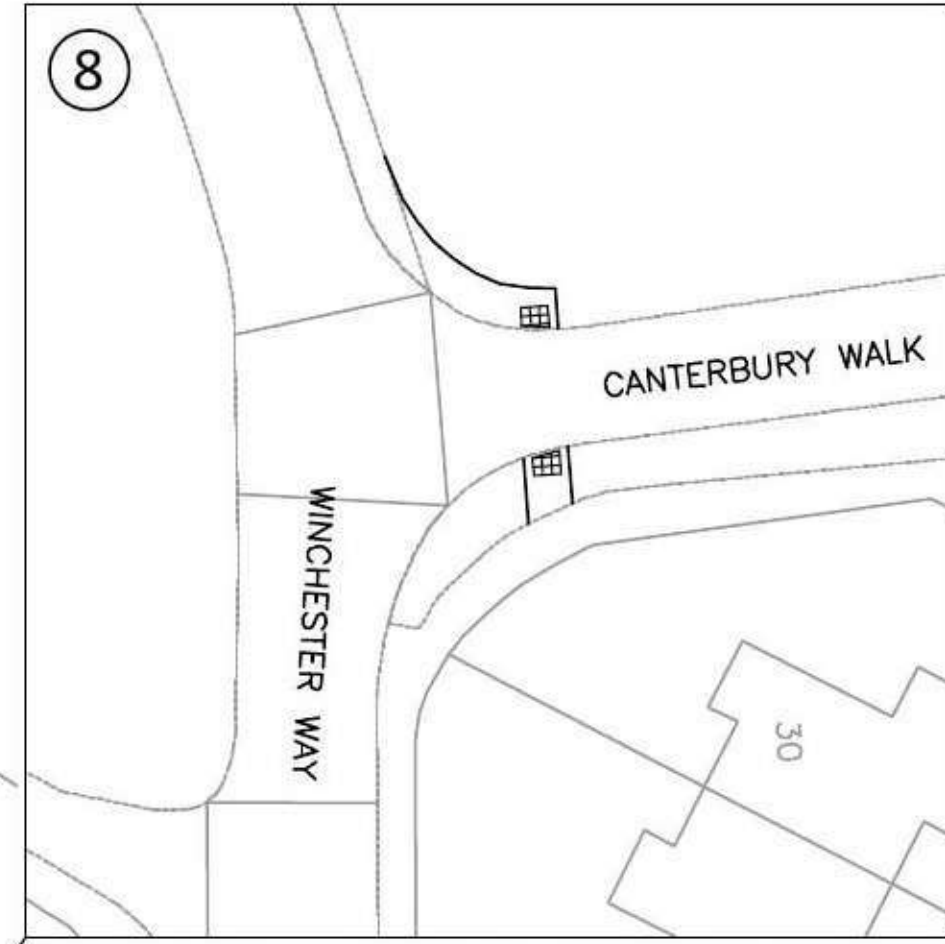


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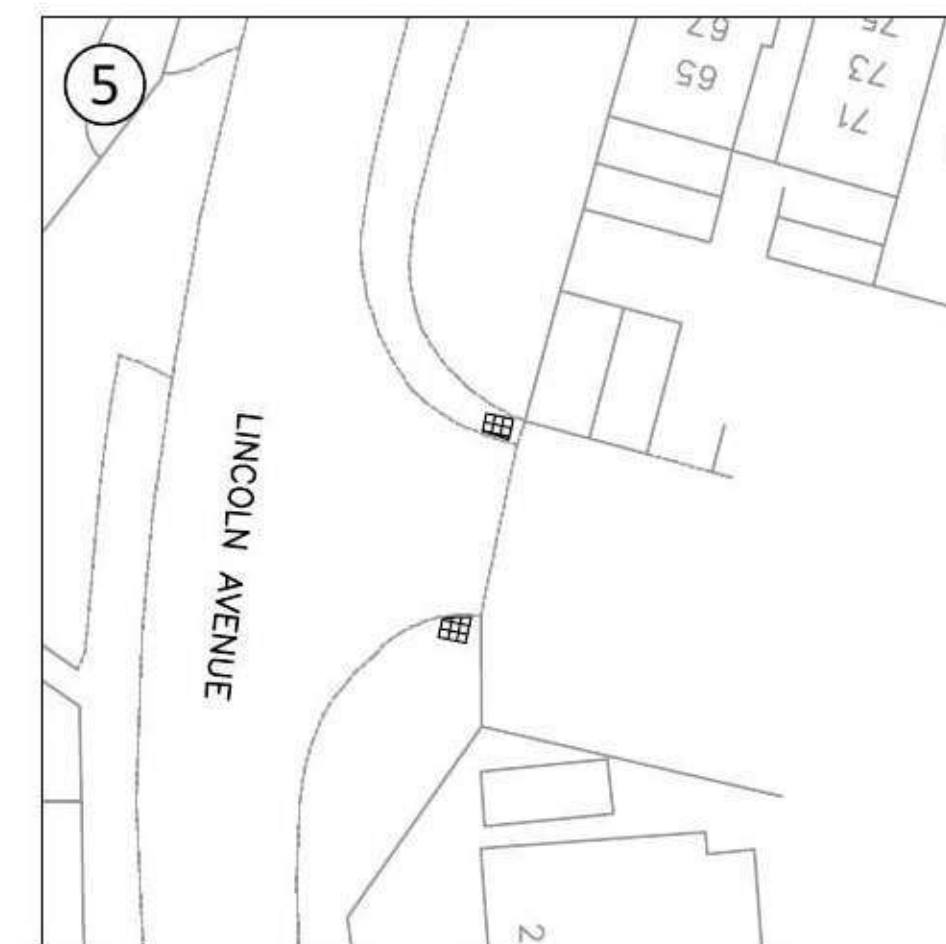
Appendix P



Warden Hill Road pedestrian crossing, proposed dropped kerbs, pram ramp and tactile paving.



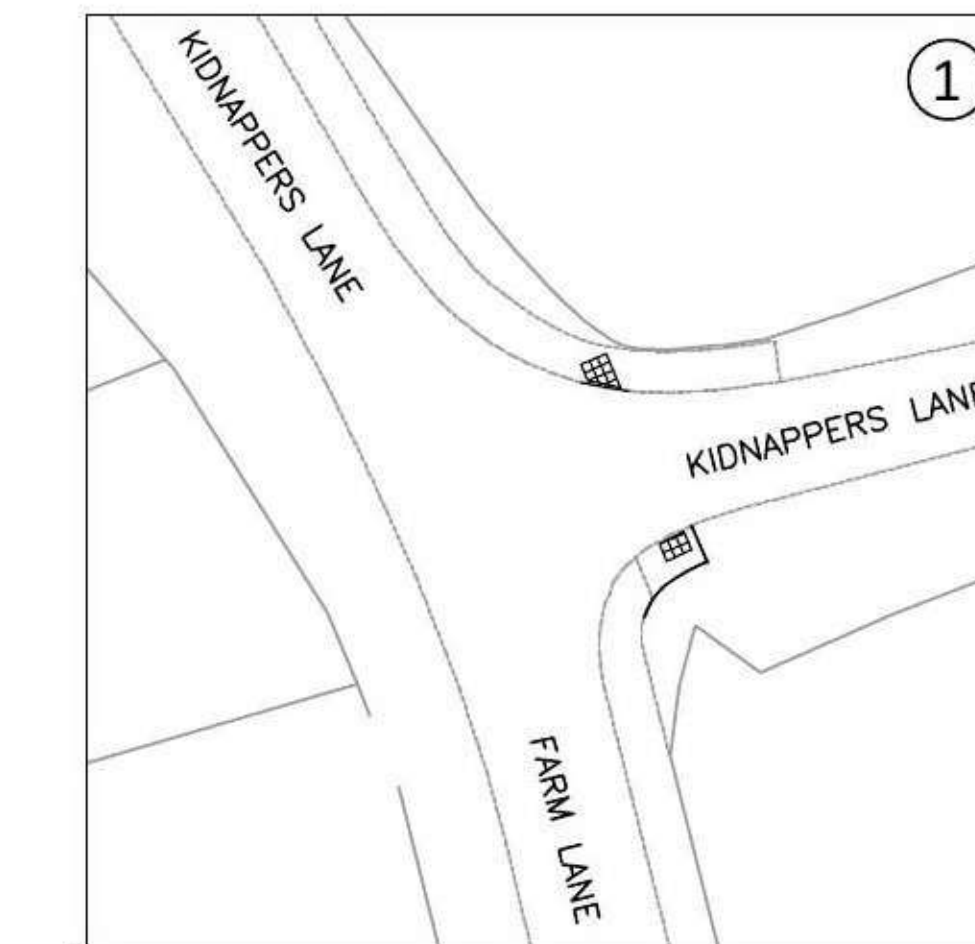
Canterbury Walk pedestrian crossing, proposed dropped kerbs, pram ramp, tactile paving and footway realignment.



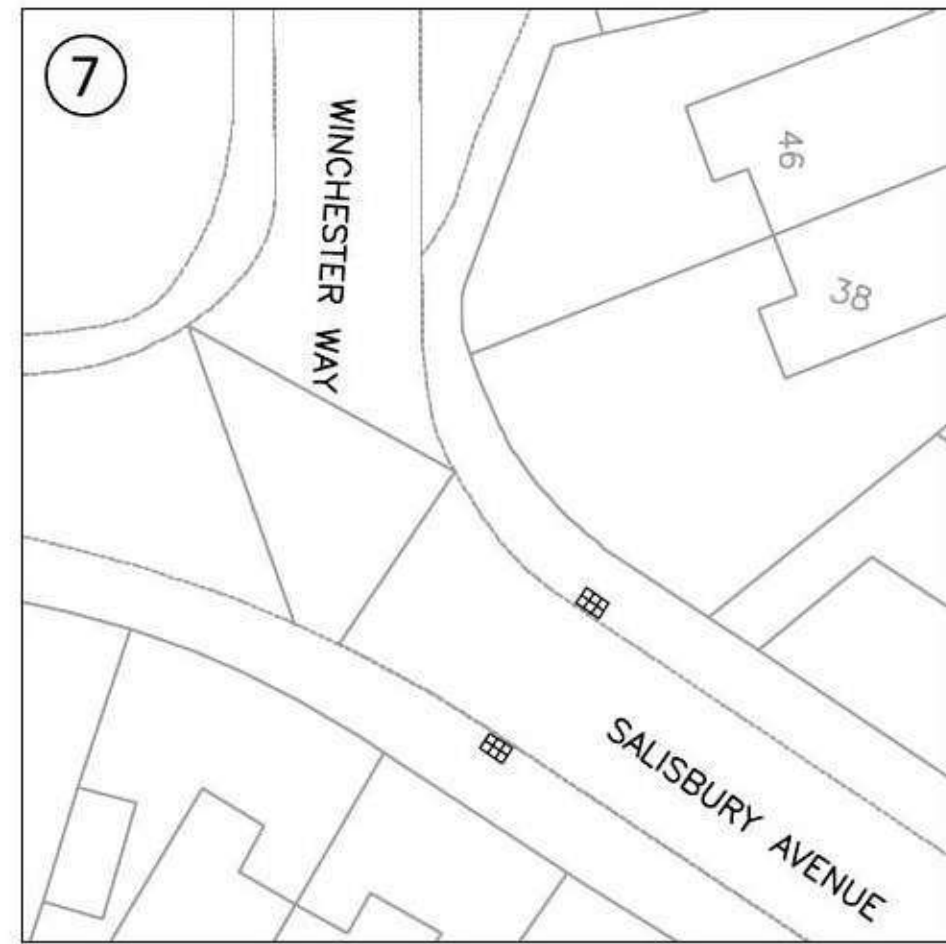
Lincoln Avenue Minor Vehicle Access pedestrian crossing, proposed dropped kerbs, pram ramp and tactile paving.



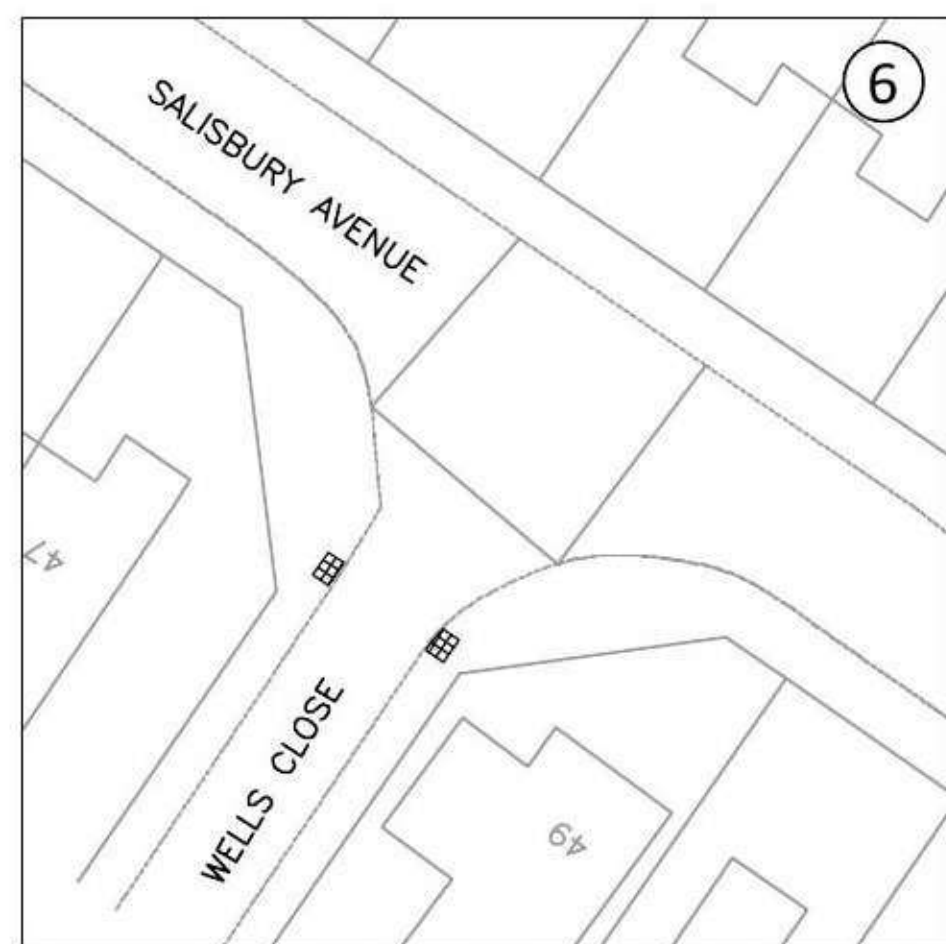
Kidnappers Lane pedestrian crossing, proposed dropped kerbs, pram ramp and tactile paving.



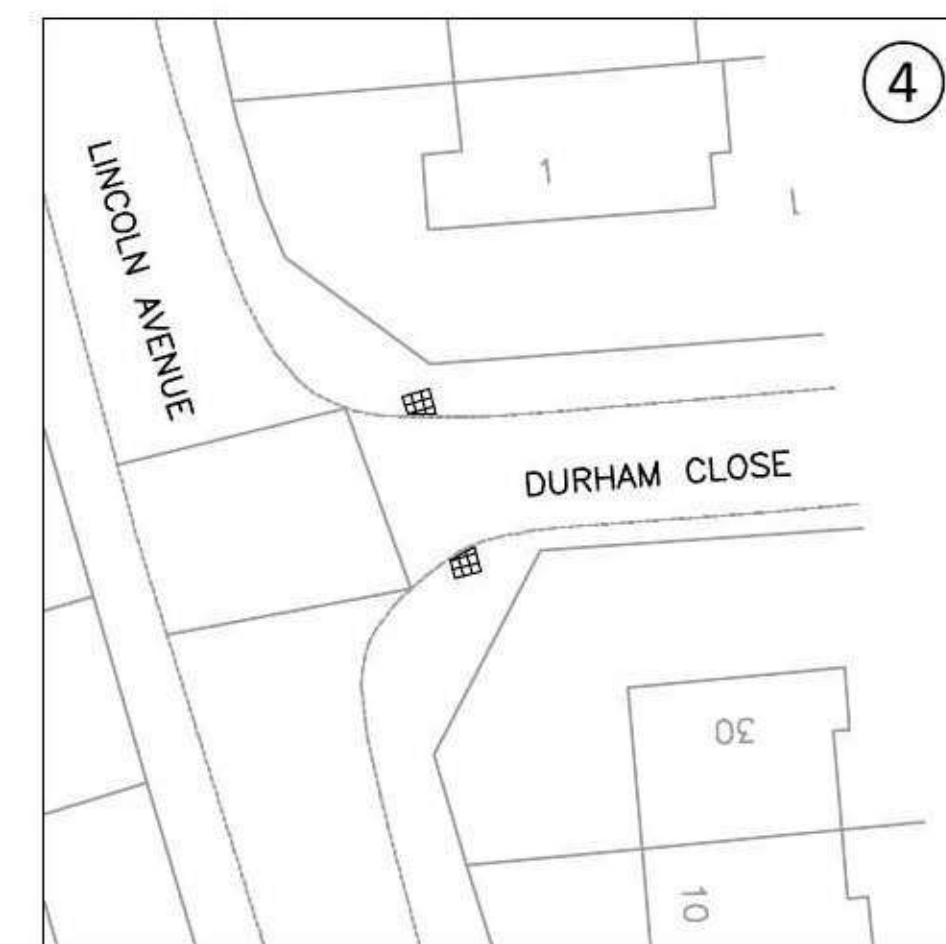
Kidnappers Lane/Farm Lane pedestrian crossing, proposed dropped kerbs, pram ramp, tactile paving and footway realignment.



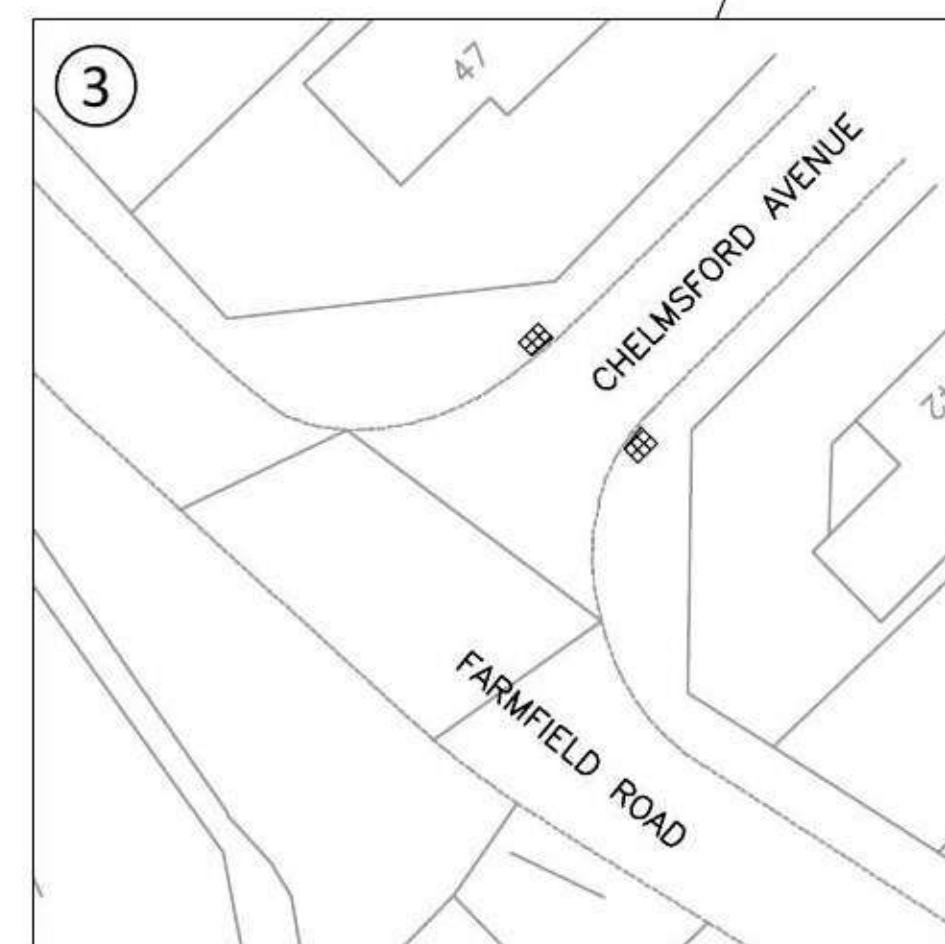
Salisbury Avenue pedestrian crossing, proposed dropped kerbs, pram ramp and tactile paving.



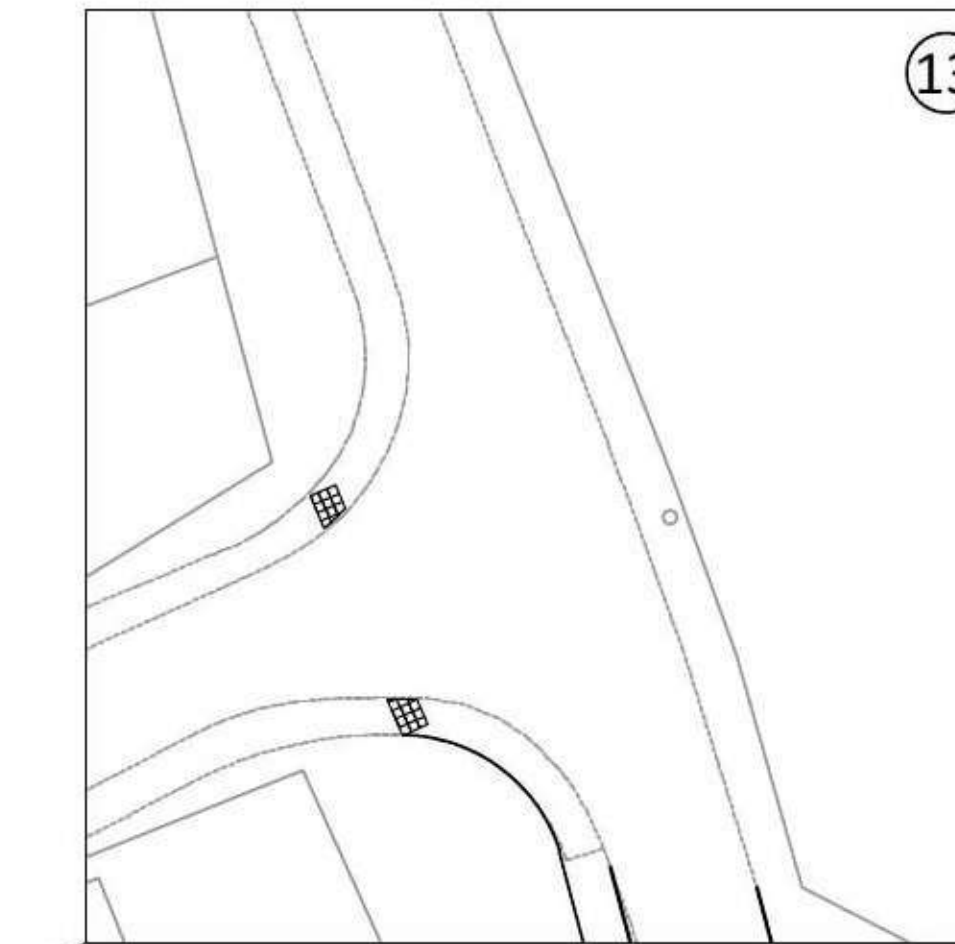
Wells Close pedestrian crossing, proposed dropped kerbs, pram ramp and tactile paving.



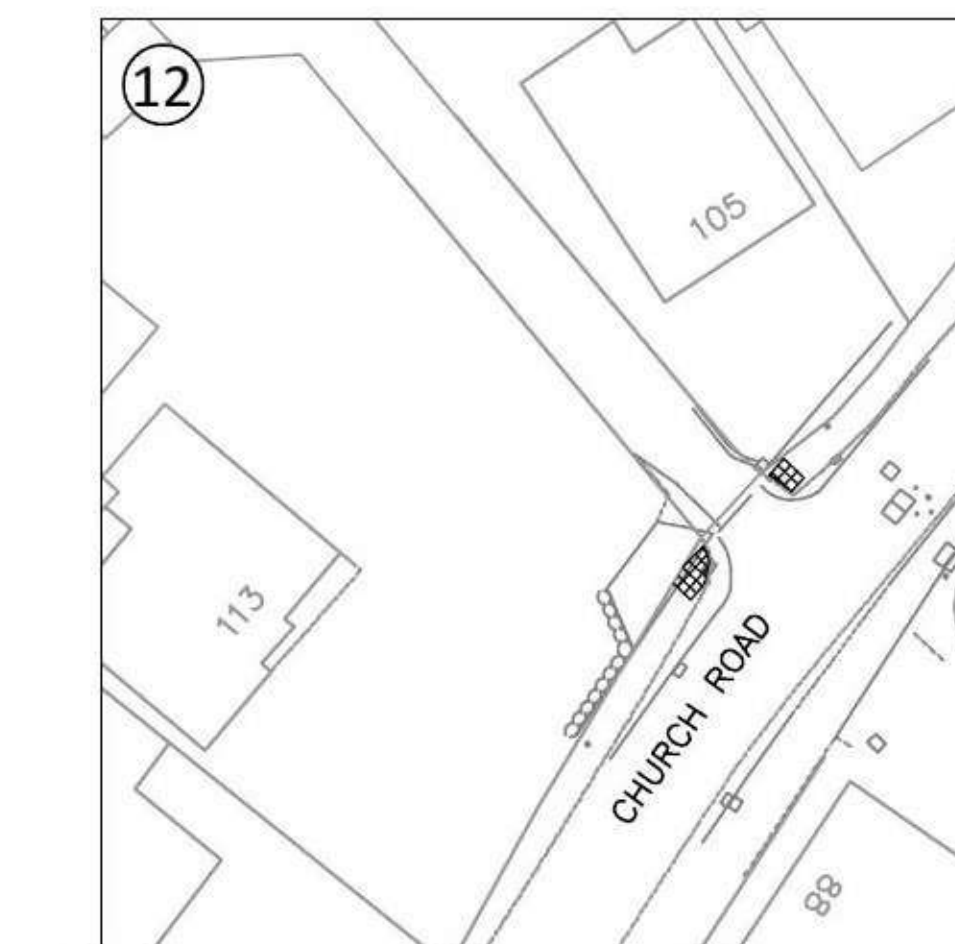
Durham Close pedestrian crossing, proposed dropped kerbs, pram ramp and tactile paving.



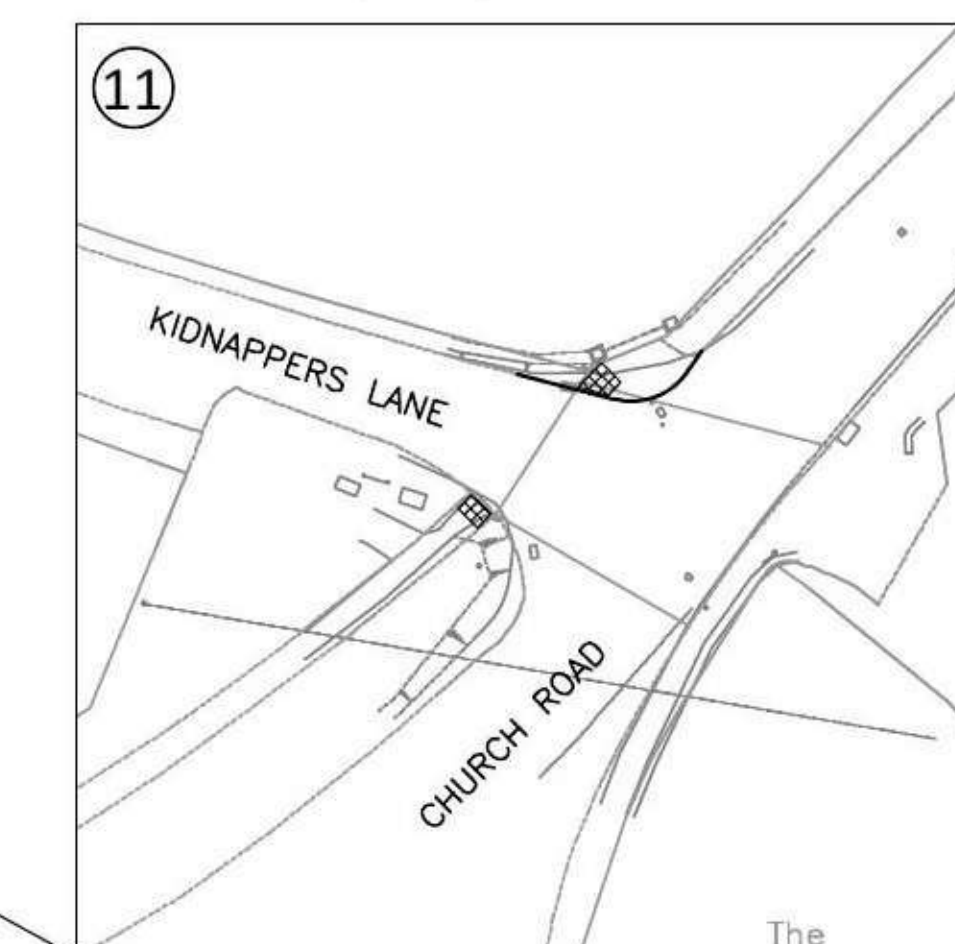
Chelmsford Avenue pedestrian crossing, proposed dropped kerbs, pram ramp and tactile paving.



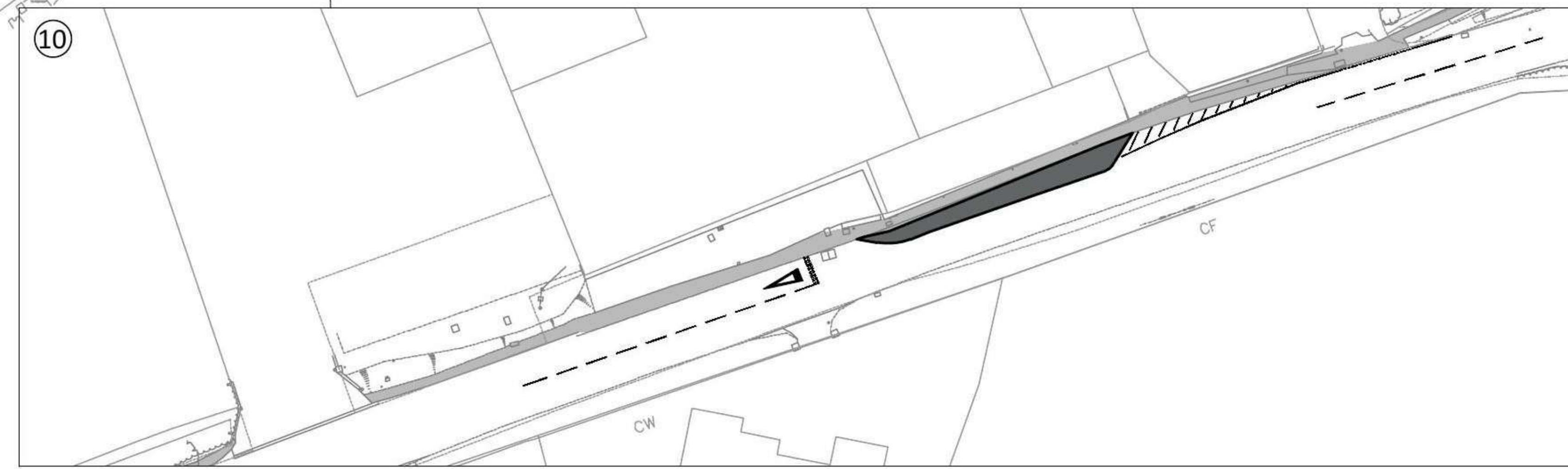
Brizen Lane/Farm Lane pedestrian crossing, proposed dropped kerbs, pram ramp, tactile paving and footway realignment.



Minor Vehicle Access pedestrian crossing, proposed dropped kerbs, pram ramp and tactile paving.



Kidnappers Lane pedestrian crossing, proposed dropped kerbs, pram ramp, tactile paving and footway widening.



Church Farm Business Centre entrance pedestrian crossing, proposed dropped kerbs, pram ramp, tactile paving. One-way priority working with build-out on Church Road to segregate traffic and pedestrians (see Drawing No. R322/28).



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For Planning
These drawings are produced for the purposes of supporting a planning application and should not be relied upon for tender, pricing, or construction purposes.

NOTES

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KEY

Proposed pedestrian crossing with dropped kerbs, pram ramp and tactile paving

IMPLEMENTATION TIMETABLE

1,2,13 = 50 Occupations

3-12 = 150 Occupations

Rev	Date	Description	Initials	Check
C	06/06/18	Inset 10 amended to include the revised proposals for improvements on Church Road.	JW	JA
B	17/10/17	Additional improvements on Church Road at Church Farm and on Brizen Lane.	THP	JA
A	18/05/16	Off-site pedestrian improvements amended following GCC comments dated 17/05/16.	CS	JA

Status

FOR PLANNING

Client

Project

Land West of Farm Lane Leckhampton

Drawing Title

Off-Site Pedestrian Improvements

Drawing No. **R322/22** Rev C

Date May 2016

Scale 1:5000 (main), 1:500 (inset) @ A1

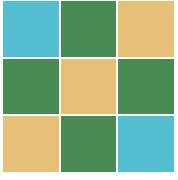
Drawn By CS Checked By JA

E-Mail csumber@pfapl.com

File Ref. F:\workfile\R322\Drawings

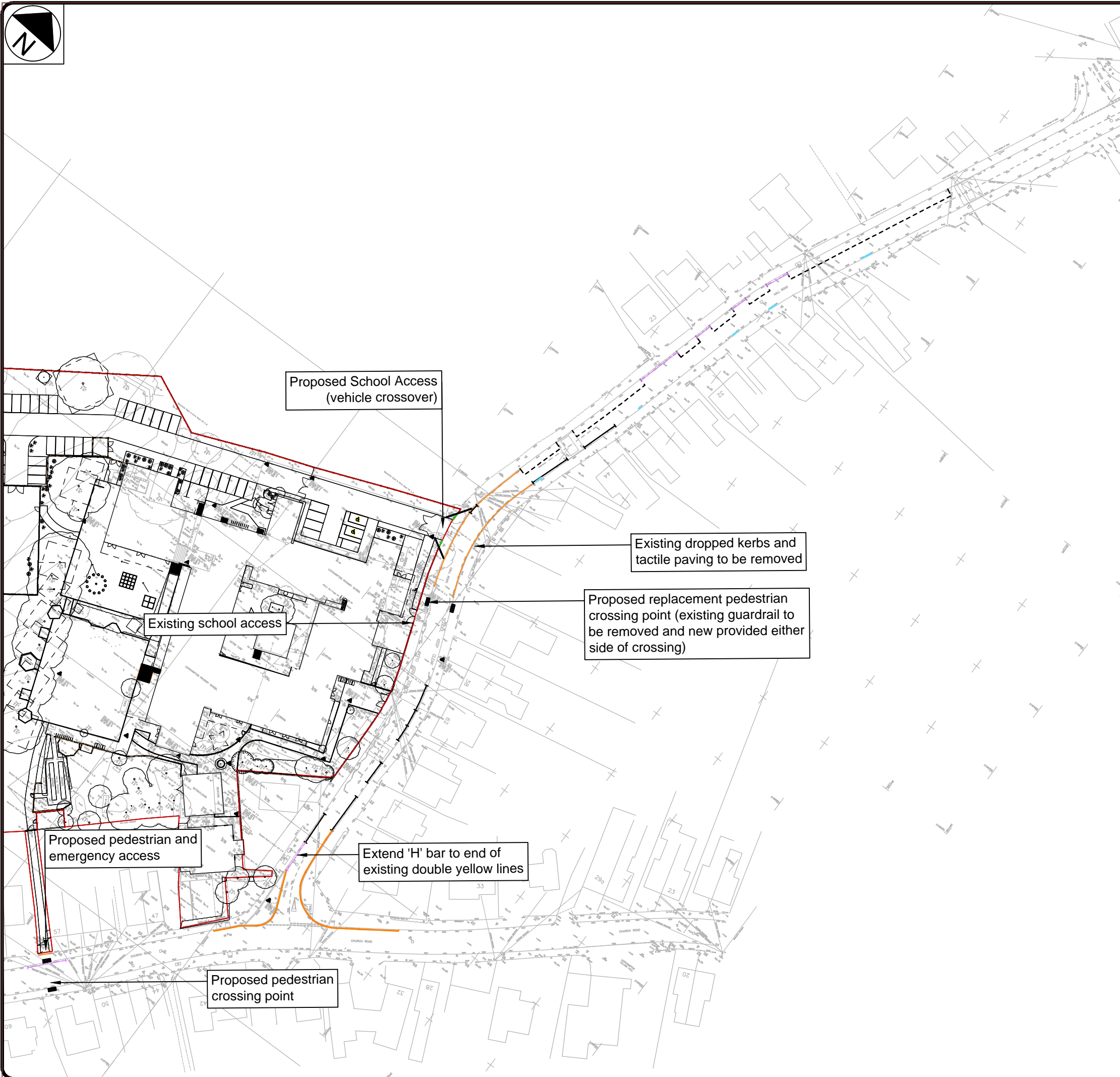
Scale 1:5000
0m 250m 500m

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Appendix Q



Notes:

Key

- Existing prohibition of waiting at any time (double yellow lines)
- Existing prohibition of waiting 8am - 5pm (single yellow line)
- Existing keep clear 'H bar' marking
- Proposed marked parking bays
- Proposed 'H Bar' marking
- Dropped kerbs extended to assist manoeuvres into and out of driveways



**COTSWOLD
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Drawing Title:
Offsite Highway Improvements

Client:
Gloucestershire County Council

Project:
Leckhampton Primary School

Drawing No: SK02-1	Revision: C
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Date Drawn: 23.01.19	Issue Date: 11.03.19
-------------------------	-------------------------

Drawn by: MP	Checked by: BQ
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Project Code: CTP-18-393	Scale at A3: 1:1000
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Drawing Status:
INDICATIVE