

BROADCLYST COMMUNITY PRIMARY SCHOOL

TRAVEL PLAN

JULY 2017

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TRAVEL PLAN

Ravenslade

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TABLE OF CONTENTS

1	INTRODUCTION.....	1
2	EXISTING CONDITIONS.....	3
3	OBJECTIVES AND TARGETS.....	7
4	MEASURES.....	8
5	MONITORING AND REVIEW	10

TABLES

TABLE 2-1	SUMMARY OF BUS SERVICES.....	5
TABLE 2-2	SUMMARY OF PUPIL TRAVEL SURVEY 2017	5

FIGURES

FIGURE 1.1 – SITE LOCATION PLAN

APPENDICES

A P P E N D I X A SITE LOCATION PLAN

1 INTRODUCTION

- 1.1.1 WSP has been commissioned by Ravenslade to prepare a Travel Plan (TP) for Broadclyst Community Primary School. This Travel Plan has been prepared in order to discharge Condition 4 of the planning consent for the temporary housing of West Clyst pupils. The site location is shown on **Figure 1.1** in **Appendix A**.
- 1.1.2 The planning consent was obtained for the construction of a temporary classroom, WCs and a canteen. Planning Condition 4 stated the following:
- 1.1.3 *Prior to the first use of the buildings hereby permitted, a traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the plan shall include measures to reduce the impact of traffic associated with the school on the local area and to encourage the use of other means of travel such as walking, cycling, car sharing and buses. The development shall thereafter be carried out in accordance with the approved details.*
- (Reason: The increase in traffic over and above the existing school traffic has the potential to impact on the safe and satisfactory operation of the local highway network impacting negatively on amenity, a traffic management plan would assist in encouraging the use of other modes of transport in accordance with Policy D1 (Design and Local Distinctiveness) of the East Devon Local Plan).*
- 1.1.4 A consultation meeting was held with members of SLOW Broadclyst and other interested parties on Wednesday 5th July 2017 in order to fully understand local concerns and any ideas on how to improve congestion and parking issues during the morning and afternoon pick-up/drop-off times.

1.2 WHAT IS A TRAVEL PLAN?

- 1.2.1 A Travel Plan is a strategic management tool designed to accommodate a site's specific transportation needs. The Travel Plan aims to educate people regarding how, why and when they need to travel. Travel plans are increasingly playing a significant role in the planning process. Department for Transport guidance 'Using the Planning Process to secure Travel Plans: Best Practice Guidance' defines a travel plan as:
- 'a strategy for managing multi-modal access to a site or development, focusing on promoting access by sustainable modes. Effective travel plans can bring benefits both to existing communities and to new or expanding developments. They can assist in reducing traffic congestion, widening accessibility and reducing air pollution.'*
- 1.2.2 Based on this national definition, the Travel Plan should help minimise the amount of car travel to and from the area. This will bring benefits to those living in the area as well as wider local community and environment.
- 1.2.3 The Travel Plan is not one fixed document, but a dynamic and evolving mechanism for introducing and maintaining a package of measures. These measures focus on promoting access to the area by alternative, sustainable modes of transport and reducing single occupancy car travel.

1.3 POLICY FRAMEWORK

- 1.3.1 The Travel Plan will complement the policies and strategies set out by national, regional and local government. Identifying a clear policy framework and applying good practice to the development of the Travel Plan will help to maximise its effectiveness.
- 1.3.2 The guidance in the National Planning Policy Framework (NPPF) highlights the need to develop accessible sites with good links to public transport and other key local facilities and services. The site layout and design should ensure a high level of permeability for pedestrians and cyclists. Following these principles will help ensure the physical nature of the site can underpin measures within the Travel Plan that help encourage sustainable travel.
- 1.3.3 National and local planning policy is geared to encouraging employers to implement travel plans to reduce the reliance on car travel and to provide opportunities for travel in more sustainable ways.
- 1.3.4 Other guidance documents to be considered in establishing suitable objectives, measures and targets include:
- à The essential guide to travel planning (The National Business Travel Network/DfT 2007) – this provides an update to the Travel plan resource pack for employers;
 - à Making travel plans work: lessons from UK case studies (DfT 2005);
 - à A guide on travel plans for developers (DfT 2006); and
 - à Making Smarter Choices Work (DfT 2002).

1.4 STRUCTURE OF THIS DOCUMENT

- 1.4.1 This report provides the basis for the implementation of the Travel Plan. It will set out the objectives, the measures that will be implemented, and the mechanisms to be put in place to ensure that the measures will be implemented and monitored. The document is structured as follows:
- à Section 2 sets out the existing transport infrastructure;
 - à Section 3 outlines the objectives and targets;
 - à Section 4 outlines the measures for the Framework Travel Plan;
 - à Section 5 outlines the process for monitoring and review; and
 - à Section 6 contains the implementation strategy table.

2 EXISTING CONDITIONS

2.1 SITE LOCATION AND SURROUNDINGS

- 2.1.1 Broadclyst Primary School is located on the outskirts of Broadclyst Village. The school has approximately 420 pupils, with 36 in nursery and has a wide rural catchment, with pupils coming from Broadclyst and the surrounding villages, as well as Exeter.
- 2.1.2 The school comprises several buildings of all different ages, the oldest of which was the original village school, grade 2 listed. In addition, there are grade 2 listed stone walls forming part of the southern boundary to the site.
- 2.1.3 The school is bordered to the north and east by agricultural land, to the south by residential dwellings and to the west by the B3181. The site location is shown on **Figure 1.1** in **Appendix A**.

2.2 LOCAL ROAD NETWORK

- 2.2.1 The site is accessed via the B3181, which is a single carriageway road, subject to a 30mph speed limit within the vicinity of the site, although this changes to 50mph just to the north of the site where vehicles are exiting Broadclyst. Within the vicinity of the school, the B3181 has footway provision and street lighting along the eastern side of the carriageway. The footways on the B3181 connect with those of surrounding residential streets and the centre of Broadclyst.
- 2.2.2 The B3181 provides a link to Pinhoe and Monkerton, south west of Broadclyst and to Cullompton to the north. Connections to the M5 can be made at Jct 28 in Cullompton and at Jct 29 in Monkerton.
- 2.2.3 The site can also be accessed via School Lane, although this is the main access for pupils of the school that do not arrive/depart by car. School Lane is a quiet lane that provides access to a small number of residential properties, and is accessed via Town Hill, off the B3181. There is no footway or street lighting provision along School Lane, although this is not considered to be an uncommon characteristic for rural villages.
- 2.2.4 Town Hill is single carriageway and is subject to a 30mph speed limit. Footway is provided on the northern side of Town Hill, to the west of the junction with School Lane. Street lighting is present on Town Hill, and an uncontrolled pedestrian crossing with dropped kerbs and tactile paving is provided to the west of the junction with School Lane.

2.3 BROADCLYST COMMUNITY PRIMARY SCHOOL AND ACCESS

- 2.3.1 School hours are 08:30 to 15:30. The school has a breakfast club, which starts at 07:30 and an after school club, which runs from 15:30 until 18:30.
- 2.3.2 Broadclyst Primary School operates 25 after school clubs which run between 15:30 and 17:00, which operate three days per week, which help to reduce the number of vehicles in the village at peak pick-up time.
- 2.3.3 The Primary School serves a wide catchment area which includes Broadclyst, Exeter and surrounding villages, with the average car journey to the school over six miles. In order to help minimise the number of vehicles travelling to the site (particularly those for the temporary West Clyst pupils), the school operates four mini bus routes in the morning and evenings to pick pupils up/drop them home. The routes are:

- à Pinhoe Circuit (twice) – Broadclyst pupils;
- à Pinhoe Circuit and Fagins – Broadclyst pupils; and
- à Hillside Gardens – West Clyst pupils.

- 2.3.4 The mini buses therefore pick-up up to 48 Broadclyst pupils and 16 West Clyst pupils in the morning and drop off up to the same number in the evening. The school charges 50p per child per journey and this is paid for on a termly basis. There is currently a waiting list for spaces on the mini buses.
- 2.3.5 The mini-bus provision for the temporary West Clyst pupils is being expanded in September, and further detail is set out in Section 4 of this report.
- 2.3.6 The school has only one vehicular access, which is from the B3181. It has recently been reconfigured to provide a one way system with separate entry and exit, to allow a drop off system to be put in place for the AM peak. The system allows parents to drive in and drop pupils off (from 08:30), and the school care taker is there to meet pupils and direct them onto the pedestrian route into the school. All teachers are present in classrooms by 08:30 to all pupils to go straight into the school.
- 2.3.7 From the B3181 there is also an access to a small staff car park (which is located to the rear of the school), and a lane through the drop off route for mini buses, staff and visitors which provides access to a small car park at the front of the school.
- 2.3.8 Pupils that do not arrive by vehicle are required to access the school via School Lane, as this is considered to be a safer route and reduces conflicts with vehicles when entering the school as pupils do not have to walk through the front car park.

2.4 PEDESTRIAN AND CYCLE FACILITIES

- 2.4.1 As with the majority of villages, the pedestrian infrastructure in Broadclyst village is limited, with older streets acting as shared surface areas.
- 2.4.2 School Lane is predominantly pedestrian, with vehicles only using it to access a handful of properties. School Lane is accessed from Town Hill, which has a short section of footway on the northern side of the carriageway between the B3181 and School Lane, and a dropped kerb/tactile paved informal crossing to connect with a footway from Hellings Gardens. To the east of School Lane no pedestrian facilities are present, with residential properties fronting onto the carriageway. For this reason Town Hill acts as a shared surface area from this point on.
- 2.4.3 Hellings Gardens provides a route from the village car park to School Lane, and footways are available from the car park to the crossing on Town Hill on the southern and eastern sides of the carriageway.
- 2.4.4 There are no official cycle routes within Broadclyst, and this is not uncommon for rural areas. Although the school provides cycle and scooter parking, it is recognised that cycling and scooting to school is difficult due to its location and the lack of infrastructure within Broadclyst.

2.5 PUBLIC TRANSPORT

- 2.5.1 Existing bus stops are situated approximately 200m to the south of the school on the B3181. Four bus services route through Broadclyst, which provide services during school start and finish times. These bus services are summarised in **Table 2-1** below.

Table 2-1 Summary of Bus Services

SERVICE	OPERATOR	ROUTE	MON - SAT DAYTIME SERVICE FREQUENCIES		SUN DAYTIME SERVICE FREQUENCIES		DAYS OF OPERATION
			First	Last	First	Last	
1	Stagecoach	Exeter City Centre – Broadclyst	Hourly		Every 2 Hours		Mon – Sun
			06:27	18:55	09:46	18:31	
1A	Stagecoach	Exeter City Centre – Tiverton	Hourly		No Service		Mon – Sat
			06:57	16:47	-	-	
1B	Stagecoach	Exeter City Centre – Willand	Hourly		No Service		Mon – Sat
			08:11	18:27	-	-	
1C	Stagecoach	Tiverton – Exeter City Centre	3 Services		No Service		Mon – Sat
			07:39	17:59	-	-	

2.6 TRAVEL TO SCHOOL

2.6.1 The travel to school mode share for pupils attending Broadclyst Community Primary School has been obtained from the Devon County Council School Travel Toolkit report.

Table 2-2 Summary of Pupil Travel Survey 2017

MODE OF TRAVEL	WALKING	CYCLING	CAR / VAN / TAXI	CAR SHARING	BUS	TRAIN
Mode Share	23.5%	0.3%	66.8%	3.5%	5.9%	0%

2.6.2 The results of the survey showed that the majority of pupils were driven to school, with 66.8% travelling by this mode. Walking was the second highest mode with 23.5% of pupils walking to school. The proportion of pupils travelling to school by car is not unusual for a rurally located school, it is also noted that a high proportion of pupils do not live within Broadclyst village itself, and that the average distance travelled by car users is over six miles.

2.7 CURRENT ISSUES

2.7.1 The school currently suffers with issues regarding:

- à Parents parking inappropriately on residential streets near to the school (particularly Hellings Gardens and Town Hill);
- à Congestion on routes around the school, which is particularly bad during the PM pick-up times; and
- à Residents of Town Hill and Hellings Gardens, particularly, feel that the level of vehicles associated with the school, is unsafe and unpleasant to live with.

2.7.2

Due to the level of congestion, and inappropriate parking, Broadclyst residents have formed a group, called SLOW Broadclyst as a way to raise their concerns to the school, local authority and Police. Members of Slow Broadclyst were present at the consultation meeting on July 5th 2017.

3 OBJECTIVES AND TARGETS

3.1 OBJECTIVES

3.1.1 The objectives of the Travel Plan are to minimise the number of single occupancy car trips associated the pupils and staff travelling to and from Broadclyst Community Primary School. The detailed objectives are as follows:

- à Achieve a high level of Travel Plan awareness;
- à Ensure a high level of Travel Plan participation;
- à Maximise accessibility by sustainable modes of travel by facilitating walking, cycling and sustainable vehicle trips (walking/cycling/school mini-bus);
- à Reduce the number of vehicles parking outside of the school site;
- à Encourage staff to travel to work sustainably; and
- à Reduce single car occupancy car trips.

3.2 MODE SHARE TARGETS

3.2.1 It is proposed that a 10% reduction in car trips is achieved over a five year period. This would take the car mode share from 66.8% to 60% over the five year period. The modal shift has not been allocated to specific modes but it is expected that there would be an increase in 'bus' (school mini bus) and walking.

4 MEASURES

4.1 INTRODUCTION

4.1.1 This section of the Travel Plan sets out the current measures in place as part of the existing Travel Plan and new measures to be implemented.

4.1.2 The measures that the school currently have in place are:

- à Bikeability training (years 5 and 6);
- à Bike and scooter lockers;
- à Cycle to work scheme for staff;
- à School mini-bus routes;
- à Drop-off facility;
- à Participation in national events such as car free day/walk to school week;
- à Letters to parents to request considerate parking;
- à Before and after school care; and
- à After school clubs.

4.1.3 It is noted that from September 2017 a fourth route is being added to the mini bus schedule so that both buses undertake two routes.

4.2 ADDITIONAL MEASURES TO BE IMPLEMENTED

4.2.1 There are a number of measures that will be investigated, to see if they would be viable at Broadclyst Community Primary School. These measures will include:

- à A member of staff will be given the role of Travel Plan Coordinator to oversee the implementation of the Travel Plan;
- à Provision of a third mini-bus (see below for further details);
- à Members of the school senior leadership team will periodically monitor parking on Town Lane and Hellings Gardens during drop off and pick up to encourage appropriate parking;
- à Add a travel section to the school website to promote sustainable travel and highlight the health benefits of active travel;
- à Operate walk to school competitions (between classes/year groups);
- à Undertake competitions for pupils that scoot/cycle to school;
- à All pupils attending the breakfast club will be encouraged to use the drop off area at the front of the school;
- à Send out travel and parking information to attendees of Cornerstone Teaching Academy sessions to encourage them to park on school premises where possible, or in the village/Pavillion car parks;
- à Promote the use of the Pavillion car park to parents;
- à Encourage staff to car share where possible;

- à Further promote the drop off facility, particularly for older pupils;
- à The school will continue to reiterate its position on parental parking in letters, newsletters and assemblies;
- à Investigate the potential for use of the Red Lion Pub car park; and
- à Investigate the potential for the Local Authority to provide coloured tarmacking to indicate informal pedestrian crossings on Town Hill;

4.2.2 As of September 2017 Broadclyst primary School will have a third mini-bus which will also undertake the Hillside Gardens route in order to pick up more West Clyst pupils. The mini-bus will undertake the hillside route twice in the morning and twice in the evening. This will provide capacity for up to 32 additional pupils to travel by sustainable transport to and from Broadclyst Primary School.

4.2.3 A significant financial investment is being made by Broadclyst Primary School to try and manage the number of vehicles travelling to the school. Based on having three mini buses, three mini bus drivers and the care taker to meet pupils at the drop off area, it is estimated that £35,000 - £40,000 will be spent in the school year from September 2017 to manage the level of vehicle traffic from the school.

4.2.4 The TPC and Senior Leadership Team will review the routes and mini-bus numbers annually, based on pupil numbers and the school catchment.

4.2.5 Once the TPC is in place, they will liaise with the Local Authority and Academy chain to implement the measures set out above, where possible. The TPC will also liaise with the local community (via a travel clinic) once a term to listen to current concerns and feed them back to the Senior Leadership Team. Where possible action will be taken through the Travel Plan, Local Authority and school to address the issues.

4.2.6 The management of off-site parking by parents is always difficult and a number of hard measures were considered but deemed unsuitable for the location, these included:

- à A new car park – this would require 3rd party land (National Trust) and a significant amount of money, which is not available. Due to the proposed location (on the opposite side of the B3181 to the school is unlikely to be utilised by parents;
- à Pay and Display in the village car park – this was requested at the consultation meeting but opposed by residents without drives and the Victory Hall which does not have its own car park;
- à Further yellow lining on Town Hill and Hellings Gardens – due to lack of enforcement within the village, it is unlikely that yellow lining would discourage people parking on them in the long term if enforcement was rare; and
- à Residents Parking Zone (RPZ) – this would cost a considerable sum of money to put in place and would require the local authority to enact it. Residents would be required to purchase permits, and this would be harder on residents without a drive. Again without enforcement it would be unlikely to stop people parking along Town Hill and Hellings Gardens in the long term.

5 MONITORING AND REVIEW

- 5.1.1 In order to monitor the effectiveness of the Travel Plan and its initiatives, it is essential to implement a comprehensive monitoring and review programme. The programme will ensure that the measures are delivered in a structured manner and achieve the Travel Plan objectives. Monitoring of the Travel Plan will comply with the requirements of Devon County Council.
- 5.1.2 The monitoring of the Travel Plan will take three forms:
- à Annual school travel survey for staff and pupils;
 - à A meeting of the Senior leadership team and TPC to robustly discuss the implementation of measures; and
 - à Feedback from the residents travel clinic.
- 5.1.3 The annual school travel survey will take the form of a hands up mode share survey, and this will provide quantitative data to assess the progress of modal shift against the target to reduce car travel by 10% over five years.
- 5.1.4 The meeting of the Senior Leadership Team and TPC will discuss how the Travel Plan measures have been implemented, how successful they were and what can be added/changed to make further improvements. This could include looking at up take of the school mini-bus service, use of the drop off facility and the success of competitions.
- 5.1.5 The feedback from local residents at the travel clinic would also be discussed as part of the meeting of the Senior Leadership Team and TPC in order to discuss how the Travel Plan can tackle any ongoing or new issues.
- 5.1.6 Following the annual surveys, meetings and residents travel clinic the TPC will compile a report which sets out how the Travel Plan has performed over the year, the results of the travel survey and changes to the Travel Plan and measures that will be put in place for the following year. The report will be issued to the local authority and made available to staff, parents and local residents.

Appendix A

SITE LOCATION PLAN



Key

 Site Location



TITLE:

Site Location

FIGURE No:

1.1

0 25 50 75 100

