



SteinerAcademyExeter

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In Balance

Travel Plan

Revised by Steiner Academy Exeter July 2015

Steiner Academy Exeter
Thomas Hall
Cowley Bridge Rd
EXETER
EX4 5AD
Devon

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1.0 INTRODUCTION AND SCOPE OF TRAVEL PLAN

1.1 Introduction

- 1.1.1 This Travel Plan (TP) supports a Transport Assessment (TA) produced by Hydrock Consultants Ltd on behalf of Willmott Dixon. It is submitted in support of a planning application that seeks permission to redevelop the former Thomas Hall on the A377 Cowley Bridge Road to create new educational buildings for the Steiner Academy Exeter (the Academy) which will have the capacity to accommodate up to a maximum of 624 students.
- 1.1.2 The purpose of travel planning is to reduce the level of unsustainable travel associated with new developments, particularly concerning the habitual use of and reliance on the private motor car, especially by single adults and for parents dropping off and collecting children from school. The key methods for establishing this is will be by providing and promoting sustainable alternatives, such as walking, cycling, car sharing and use of public transport services.
- 1.1.3 Along with two key demographics at the Academy; staff and students, this Travel Plan provides an assessment and forward strategy that caters for both groups. All of the measures and initiatives within the Travel Plan will benefit both staff and students and ultimately will reduce the number of car journeys.
- 1.1.4 As a Steiner school, the curriculum at the Academy is underpinned by a strong sustainability ethos and an emphasis on healthy lifestyles which will further support the objectives of the Travel Plan.
- 1.1.5 The Travel Plan identifies measures for reducing unsustainable travel choices and sets targets against which the effectiveness of the measures can be gauged. The Academy will appoint a Travel Plan Coordinator to oversee and develop the Travel Plan.
- 1.1.6 Whilst it is recognised that the publication of the National Planning Policy Framework (NPPF) has superseded previous planning documentation such as the Planning Policy Guidance notes (PPGs), reference to PPG13 is still considered appropriate and has been made within this Travel Plan, in line with specific areas where the NPPF remains either silent, or provides little definition on issues concerning sustainable travel planning. Reference has also been made to Devon County Council's Sustainable School Travel Strategy 2007-2011 in the preparation of this Travel Plan.

1.2 Scope of the Travel Plan

- 1.2.1 This Travel Plan supplements data provided in the Transport Assessment submitted with the planning application and will provide an overview of the management, monitoring and travel initiatives that can be implemented to ensure the sustainable operation of the Academy.
- 1.2.2 This Travel Plan provides a package of measures to manage access to the site and promote and embed alternatives to car use within the ethos and culture of the Academy.
- 1.2.3 The implementation of a Travel Plan is intended to bring the following benefits:
- A partnership approach between the Travel Plan Coordinator (on behalf of the Academy) and the Local Planning Authority, to influence the travel behaviours of staff, pupils, parents and visitors to the site;

- Encouragement of safe and viable alternatives to single occupancy and parent car use for access to the Academy;
- Identification of healthy and sustainable travel initiatives to encourage non-car modes of travel and car-sharing, based on an continuous monitoring of travel patterns to the site;
- Fewer individual vehicle trips than would otherwise have been the case; and
- A reduction in overall vehicle mileage and an associated reduction in environmental impacts.

1.3 Objectives of this Travel Plan

- 1.3.1 The purpose of this Travel Plan is to set out a long-term strategy for reducing staff / pupil / parent reliance on travel by unsustainable modes, particularly single occupancy or one child vehicle trips and promoting more sustainable travel choices.
- 1.3.2 The primary aims of the Travel Plan are as follows:
- Promote more sustainable transport choices for staff, parents, pupils and visitors;
 - Remove the barriers, both perceived and actual, to walking, cycling, car sharing and using the bus for school journeys and promote the accessibility of the Academy by these modes;
 - Increase awareness in the Academy community of the impact on the wider community of their choice of travel options;
 - Provide information to help the Academy community to understand the benefits of active, sustainable travel and to support all members in selecting healthy, sustainable alternatives.

1.4 How will the Travel plan be implemented?

- 1.4.1 The Academy will appoint a Travel Plan Coordinator, with responsibility to manage the Travel Plan on a day-to-day basis. The Travel Plan Coordinator will implement and monitor the schemes defined in the Plan.
- 1.4.2 The Travel Plan Coordinator will gather regular feedback from staff and student representatives through meetings of the Academy Travel Plan working group on a regular basis and will work in consultation with the Devon County Council (DCC) Travel Plan Officer.
- 1.4.3 The Travel Plan includes the results of recent questionnaire surveys of staff, parents and students across the Academy which were undertaken to inform the Transport Assessment and this Travel Plan supporting the Academy planning application. The results of the surveys provide a forecast of how students, parents and staff anticipate travelling to the new Academy site at Thomas Hall.

2.0 ACADEMY BACKGROUND

2.1 Academy Background

- 2.1.1 The Steiner Academy Exeter opened in September 2013 and is currently operating from a temporary site located on Gloucester Road in Exwick, approximately 1.6km to the south west of the Thomas Hall site at Cowley Bridge Road.
- 2.1.2 It is proposed that the Academy will move to the application site for the start of the 2015-2016 academic year in September 2015. The key dates for the development of the Academy to this point are summarised in **Table 2.1**.

Table 2.1: Steiner Academy Key Dates

Date	Comments	School Status
September 2013 – June 2014	First enrolment of 130 pupils at the temporary site, site of Foxhayes School, Gloucester Road, Exwick	Primary and Secondary Pupils – Reception to Year 3 and Year 7 only
September 2014 – June 2015	Next enrolment year at the temporary site, 182 pupils on site	Primary and Secondary Pupils – Reception to Year 4, Years 7 and 8 only.
September 2015	Permanent site opens at Thomas Hall. Next enrolment year takes place, 234 pupils on site.	Primary and Secondary Pupils – Reception to Year 5, Years 7 to 9 only.

Revised 2.1.3

The term times of the Academy are aligned with those of other state schools in Exeter. The Academy day is proposed to start at 9:00 (Y4- 9), 9.30 (R and Y1) and 9.45 (Y 10, 11) following the move, with three dismissals timetabled for pupils of different ages. However, it is also proposed to stagger drop off times for different year groups to spread the peak. Table 2.2 summarises arrival and departure times for the corresponding age groups.

Table 2.2 Pupil Departure Times

Age Groups	Arrival Time	Start Time	Departure Time
Reception to Year 3	9.00 - 9.30	9.30	14.15
Y4 – 9	8.30 – 9.00	9.00	15.45
Years 10 and 11 (N/A at present)	9.15 - 9.45	9.45	16.45

- 2.1.3 In line with the core Steiner ethos, there is a preference for pupils in Reception and Years 1 and 2 to be with their families out of school hours as far as possible. The school does, however, plan to be responsive to the needs of its community, which will include the provision of breakfast and afterschool clubs for all pupils and result in a greater stagger of arrivals and departures.
- 2.1.4 Following the relocation to the permanent site, the Academy is proposed to grow incrementally from its initial size of 130 pupil capacity to a total capacity of 624 pupils by 2021. There will be two admission points initially; Reception and Year 7 which will reduce to a single point of entry at Reception in 2021 by which time the Academy will comprise two forms in each year group. **Table 2.2** below provides the breakdown of pupil capacity by year up to full capacity in 2021.

Table 2.2: Steiner Academy Exeter Pupil Capacity

Year	Existing Temporary Site		Permanent Site at Thomas Hall						
	2013	2014	2015	2016	2017	2018	2019	2020	2021
R	26	26	52	52	52	52	52	52	52
1	26	26	26	52	52	52	52	52	52
2	26	26	26	26	52	52	52	52	52
3	26	26	26	26	26	52	52	52	52
4		26	26	26	26	26	52	52	52
5			26	26	26	26	26	52	52
6				26	26	26	26	26	52
7	26	26	26	26	52	52	52	52	52
8		26	26	26	26	52	52	52	52
9			26	26	26	26	52	52	52
10				26	26	26	26	52	52
11					26	26	26	26	52
TOTAL	130	182	260	338	416	468	520	572	624

2.1.5 There are currently approximately 25 full time equivalent members of staff employed at the temporary site and 180 pupils attending the Academy. The move to the permanent site will see staff numbers increase over time in proportion with the incremental annual increase in pupil numbers up to a total number of approximately 70 at full occupation.

2.2 Educational Ethos

2.2.1 The Steiner Academy education is underpinned by a strong sustainability ethos. Pupils are encouraged from an early age to care for their surroundings and the environment. Smarter travel choices, including walking and cycling are integrated into the curriculum so that pupils learn how to travel to and from their school safely and sustainably.

2.3 Existing Academy Travel Plan

2.3.1 The Academy currently benefits from an existing Travel Plan prepared by RPS Planning and Development Ltd in connection with the planning application for the temporary site. The Travel Plan is operational at the temporary site and it is intended that this document builds upon the existing plan to ensure its continuation following the relocation to the permanent site at Thomas Hall.

3.0 EXISTING CONDITIONS

3.1 Site Description

3.1.1 The new permanent Steiner Academy Exeter site comprises the former Thomas Hall, located approximately 2.4km to the north west of Exeter City Centre, to the east of the A377 Cowley Bridge Road. West Garth Road runs parallel to the site's northern boundary and the University of Exeter's Duryard Halls of residence adjoin the southern boundary of the site. To the east of the site is parkland.

3.1.2 The location of the site is shown on drawing number 13670/T01, contained at **Appendix A**.

3.2 Proposed Pedestrian, Cycle and Vehicular Access

3.2.1 The existing points of access from the A377 Cowley Bridge Road and West Garth Road are proposed to be retained.

3.2.2 Vehicular access is proposed from the A377 Cowley Bridge Road via the existing historic gated access to the site. The access is 3.2 metres wide, and has suitable forward visibility both on access to and egress from the site for approaching vehicles to see any on-coming vehicle.

3.2.3 The vehicular access will provide access to on-site parking and servicing areas within the site. It is proposed to provide two passing places alongside the existing driveway to facilitate on-site vehicular movements between the access and on-site parking areas.

3.2.4 A new point of pedestrian access is proposed from alongside the vehicular access on the A377 Cowley Bridge Road. The access will provide a segregated point of entry to the site for pedestrians, pupils and staff arriving by bus, and those getting dropped off in the lay-by. From the pedestrian access, a direct stepped path following the desire line to the kindergarten pods and main buildings is proposed.

3.2.5 The existing access from West Garth Road is also proposed to be retained to provide access for pedestrians and cyclists. Internal routes within the Academy site will direct pedestrians and cyclists to the Academy buildings and cycle storage as appropriate.

3.2.6 A copy of the proposed site landscape plan illustrating the points of access is included at **Appendix B**.

3.3 Baseline Travel Characteristics

3.3.1 In order to establish a baseline modal split for travel by staff and students to the Academy, a travel questionnaire survey was carried out at the existing temporary Academy site. The survey ascertained existing modes of travel of staff and pupils and asked what their intentions currently were with regards to travel to the new site at Thomas Hall.

3.3.2 The survey of the temporary Academy generated a response rate of 25% for pupils/parents, the majority of which were completed by parents, and 17% from staff. **Table 3.1** sets out the existing mode split of staff and pupils attending the temporary Academy site.

Table 3.1: Existing Mode Split for Journeys to and from the Temporary Academy Site

Mode	% Mode Split	
	Staff	Pupils
Walk	50%	10%
Cycle	0%	5%
Scooter	0%	3%
On the bus	25%	7%
Car	0%	60%
Car Share	25%	12%
On the train	0%	2%
Other	0%	0%
TOTAL	100%	100%

3.3.3 **Table 3.1** indicates that, for pupil travel to the existing temporary site, car trips comprise the dominant mode of travel followed by car sharing and walking.

Forecast Travel Characteristics

3.3.4 As discussed above, the survey also asked staff and parents/pupils about how they would travel to the Thomas Hall site.

3.3.5 **Table 3.2** sets out the forecast mode split of staff and pupils from the survey responses.

Table 3.2: Forecast Mode Split for Journeys to and from the Academy

Mode	% Mode Split	
	Staff	Pupils
Walk	0%	11%
Cycle	50%	16%
Scooter	0%	2%
On the bus	13%	10%
Car	13%	36%
Car Share	13%	18%
On the train	13%	4%
Other	13%	4%
TOTAL	100%	100%

3.3.6 Comparison of the pupil mode splits for the existing temporary site and the forecast modes of travel to the Thomas Hall site shows the greatest reduction in the number of pupils travelling by car with increases concentrated in cycling trips, car sharing and bus travel.

4.0 SITE ACCESSIBILITY

4.1 Introduction

4.1.1 This chapter provides an assessment of the accessibility of the site by walking, cycling and public transport modes of travel.

4.2 Pedestrian Accessibility

4.2.1 The now expired PPG13 – Transport (paragraph 74) stated that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km. Whilst PPG13 has been superseded by the National Planning Policy Framework (NPPF), the NPPF contains no guidance on walking or cycling distances and therefore reference to PPG13 is still considered appropriate in this regard.

4.2.2 Continuous footways are provided along both sides of the A377 Cowley Bridge Road to the north and south of the site. The footway along the western side of the carriageway is on the same level as the road however to the north and south of the site access the footway on the eastern side of the carriageway is raised up at a level above the carriageway. To the south of the site where the level difference between the raised footway and carriageway is greatest guard railing is provided along the footway edge.

4.2.3 The footway on the eastern side of the carriageway is approximately 2 metres in width. On the western side of the carriageway the footway width is approximately 2.5 metres adjacent to the access however is variable to the south along the frontage of the Johnson’s Apparel Master premises.

4.2.4 Drawing 13670/T02 contained at **Appendix C** shows the 2km walking catchment of the site demonstrating that the residential areas to the north of the City Centre, on the western side of the Stoke Hill area of the city and Exwick fall within this catchment of the site.

4.3 Cycle Accessibility

4.3.1 PPG13 (paragraph 77) stated that cycling has the potential for substituting short car trips, particularly those under 5km. With a number of residential areas of Exeter located within a 5km catchment of the Academy, it is considered that cycling presents a viable alternative for travel to the site, other than by car.

4.3.2 To the south of the site, the A377 Cowley Bridge Road provides the opportunity for cyclists to access the site from the city centre and residential areas to the south and west of the site. There are no dedicated cycle routes in the vicinity of the site, however the carriageway width of the A377 Cowley Bridge Road provides opportunity for cyclists to cycle on the carriageway and provides sufficient space for vehicles to pass. The gradient of the road is not considered to be unacceptable to cyclists and is not anticipated to be a deterrent to cycling as a mode of travel to the Academy.

4.3.3 Whilst cycling to the application site on carriageway may not be a desirable option for some of the younger pupils at the Academy, it is considered that this provides an opportunity for older students and staff to cycle to the site.

4.3.4 To the south of the site, the A377 Cowley Bridge Road provides a route connecting to National Cycle Network Route 34 at Station Road and other routes to Exwick and the city centre identified by Exeter City Council’s cycle route map as advisory cycle routes.

4.3.5 Drawing 13670/T02 contained at **Appendix C** shows the 5km cycling catchment of the site demonstrating that a large proportion of Exeter falls within this catchment of the site.

4.4 Public Transport Accessibility

Bus

4.4.1 Existing bus stops are located at regular intervals along the A377 Cowley Bridge Road and West Garth Road in close proximity to the site accesses. The closest northbound bus stop is located opposite the main site access, approximately 30 metres from the site access. The bus stop for services travelling southbound towards Exeter City Centre is located approximately 190 metres to the north of the site access and provides a shelter, seating and timetable information.

4.4.2 A summary of the frequent local bus services serving the stops in the vicinity of the site are set out in **Table 4.1**.

Table 4.1: Existing Bus Services

Service Number	Route	Operator	Mon- Fri	Evenings	First Bus	Last Bus
			Approximate Bus Frequency			
50/51/315	Exeter – Newton St Cyres – Crediton – (North Tawton) – (Hatherleigh) – (Winkleigh)	Stagecoach	15-30 mins	30-60 mins	06:04	23:31
	(Winkleigh) – (Hatherleigh) – (North Tawton) – Crediton – Newton St Cyres – Exeter		20 mins	30-60 mins	06:46	00:12
55/55A/55B	Exeter – Stoke Canon – Rewe – (Thorverton) – (Silverton) – Bickleigh – Tiverton	Stagecoach	15-30 mins	4 Services	05:39	22:54
	Tiverton – Bickleigh – (Silverton) – (Thorverton) – Rewe – Stoke Canon - Exeter		15-30 mins	7 Services	06:42	00:16
155	Exeter – Tiverton – South Molton – Barnstaple	Stagecoach	90-120 mins	1 Service	06:36	19:11
	Barnstaple – South Molton – Tiverton – Exeter		40-180 mins	2 Services	07:42	20:06
369	Morchard Bishop – Crediton – Exeter	Turners Tours	5 Services	N/A	08:22	16:55
	Exeter – Crediton – Morchard Bishop		5 Services	N/A	08:55	17:35
377	Chulmleigh – Crediton – Exeter	Beacon Bus	60-120 mins	N/A	07:50	16:51
	Exeter – Crediton – Chulmleigh		60-120 mins	N/A	08:26	17:48
H	University – Cowley Bridge – St David’s Stn – City Centre – RD & E Hospital – Broadfields – Digby Retail Park	Stagecoach	30 mins	30 mins	07:23	23:40
	Digby Retail Park – Broadfields – RD & E Hospital – City Centre – St David’s Stn – Cowley Bridge – University		30 mins	30 mins	07:23	23:16

4.4.3 **Table 4.1** demonstrates the number of bus services available in close proximity to the site and the range of destinations within Exeter and beyond that are served.

Rail

- 4.4.4 Exeter St David's rail station is located approximately 1.3km to the south of the site accessible via the A377 Cowley Bridge Road.
- 4.4.5 Bus services H, 51, 55 and 315 provide direct public transport connections between the site and Exeter St David's. The station is located on the London to Penzance and Midlands to Penzance main lines.
- 4.4.6 In addition local services to Exmouth, Barnstaple and Paignton call at other stations within Exeter city and provide the opportunity for multi-modal trips to the Academy from locations further afield within the city.

4.5 Catchment

- 4.5.1 The nature of the Academy as a new Steiner Academy within Devon currently draws pupils in from a wide catchment area. Based upon post code data obtained through the survey conducted among existing parents/pupils, **Table 4.2** summarises the distances of pupils from the site at Thomas Hall.

Table 4.2: Distances of Existing Pupils from the Thomas Hall Campus

Distance Band	% of Pupils
0-2km	0%
2-5km	33%
5-20km	44%
20km+	22%

- 4.5.2 It is anticipated by the Academy that, over time as the Academy becomes more established, better known locally and grows in size, the catchment area will reduce due to the application process for places favouring those pupils living in closest proximity to the Academy.
- 4.5.3 This mechanism within the application process will serve alongside the Travel Plan to assist in reducing the number of car trips associated with pupil travel.

4.6 Summary

- 4.6.1 The Thomas Hall site is accessible by sustainable modes of transport with significant opportunities for staff and students to access the Academy by bus, train, on foot and by bicycle.

5.0 SCHOOL TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 The Travel Plan prepared for the temporary Academy site in Exwick contains a range of measures to encourage smarter travel choices and minimise car journeys to and from the site. Some of the measures contained within the existing Travel Plan are specific to the temporary Academy location and not considered appropriate to the permanent site.

5.1.2 The measures proposed to be taken forward for the permanent site are discussed in greater detail within this chapter.

5.2 Walking

5.2.1 To encourage staff, parents and pupils to walk to the site, the Academy will:

- Clear and restore the pedestrian access to the site from West Garth Road and create a new, segregated point of pedestrian access from the A377 Cowley Bridge Road;
- As part of the planning application, a new signalised pedestrian crossing of the A377 Cowley Bridge Road is proposed;
- In conjunction with DCC, the Academy will promote National Walk to School Week and International Walk to School Month;
- The Academy will encourage walking to school by offering road safety education, incentives and rewards;
- Continue to teach pupils to recognise and manage risk and make safer choices about healthy lifestyles, different environments and travel; and,
- Maintain dialogue with immediate neighbours to ensure full involvement and understanding of any new measures that may impact on them and would benefit from their input.

5.2.2 The Travel Plan Coordinator will also record comments made by staff, parents and pupils accessing the site on foot and will liaise with the Local Highways Authority on issues of poor highway maintenance to ease journeys on foot and cycle in the vicinity of the Academy.

5.3 Cycling/Scooting

5.3.1 To encourage staff, parents and pupils to cycle to the site, the Academy will:

- Make cycle route information easily available in communal areas throughout the Academy;
- Provide safe, secure, lit cycle parking facilities for 117 cycles;
- Provide lockers so that staff and pupils can store their cycling clothing securely;
- Provide cycle proficiency training to all pupils and staff who wish to cycle to school, in conjunction with Sustrans or a similar organisation;
- Offer high visibility jackets to pupils who cycle, at no or very little cost;
- Promote National Bike Week; and,
- Publicise local initiatives being offered to promote safe cycling.

- 5.3.2 The Academy will encourage parents to sign up their children to the Bikeability cycle proficiency scheme run free of charge by DCC (<http://www.cycledevon.info/cycle-training-and-skills/cycle-training-for-children/>).
- 5.3.3 Many of the measures identified above will also benefit those pupils choosing to travel to the Academy by scooter. It is proposed to provide 50 scooter parking spaces at the Academy.
- 5.3.4 The Travel Plan Co-ordinator will monitor levels of use of the cycle and scooter parking and where necessary, further provision will be identified in the annual reviews.

5.4 Public Transport

- 5.4.1 For older pupils at the Academy, or those with older siblings, travel by public transport to and from the site provides an opportunity.
- 5.4.2 Bus timetable information will be provided within the Academy and details of the public transport routes to the Academy site will be included on the website to provide staff, parents, pupils and visitors with information on how to access the site by public transport.
- 5.4.3 The Travel Plan Co-ordinator will be able to give individual advice to staff, parents and pupils on the opportunities to undertake their journeys to the Academy by public transport.

5.5 Car Sharing

- 5.5.1 Car sharing is considered to be particularly appropriate for staff as they will usually have similar working patterns and therefore similar travel times. In addition, if parents decide car journeys are their most appropriate option, the Academy will actively encourage car-sharing where possible, in line with the existing Travel Plan in operation at the temporary Academy site.
- 5.5.2 In line with DCC's Travel Planning standards the Academy has been subscribed to 'Car Share Devon' (www.carsharedevon.com) in order that parents and staff can club together to reduce individual car trips by being part of a distinct manageable portal.

5.6 Car Park Management

- 5.6.1 The Academy currently has members of staff available at the key opening and closing times as marshals to supervise traffic movements on the streets surrounding the temporary site. It is proposed that this will continue with staff on duty at the site access, adjacent to the lay-by on the A377 Cowley Bridge Road and within the car parking areas on site.

5.7 Travel Plan Co-ordinator

- 5.7.1 The Academy has a designated Travel Plan Co-ordinator (TPC) to assist in the implementation of the Travel Plan, promote travel options and assist in addressing any travel concerns raised. The current TPC at the temporary site is Alice Knight. Should this position change, the Local Planning Authority will be informed.
- 5.7.2 All new staff, parents and pupils will be made aware by the coordinator of the existence of the Travel Plan. This includes an explanation of the details of the Travel Plan, its purpose and the roles of individuals in achieving its aims. Copies of the Travel Plan will be made available in a central accessible location to all staff, parents and pupils and on the Academy website.

5.7.3 The TPC will, where necessary:

- Provide the main Travel Plan contact for all staff, parents and pupils;
- Liaise directly with DCC;
- Update information on transport choices for display in communal areas; and
- Monitor travel patterns on a regular basis ensuring initiatives adopted are meeting requirements.

5.7.4 The TPC will be the first point of contact for staff, parents and pupils and DCC regarding travel options to and from the Academy. The TPC will also ensure that arrangements for SEN pupils who have a transportation element to their statement are implemented and that associated procedures are adhered to at all times.

5.7.5 The TPC will establish and maintain all travel data, which will, subject to data protection, include the following information:

- Reasons for not using public transport;
- Willingness to car share; and,
- Names and addresses of parents wishing to car share.

5.8 Travel Plan Working Group

5.8.1 A Travel Plan Working Group has been established at the temporary Academy site to implement measures of the Travel Plan within a budget set aside for the purpose. The Travel Plan Working Group is initially proposed to meet once per academic month. The level and frequency of the meetings will be reviewed as part of the Travel Plan monitoring process.

5.8.2 The group facilitate the organisation and promotion of opportunities for encouraging the use of more sustainable modes of transport to and from the Academy in order reduce the number of vehicles entering and leaving the Academy site.

5.8.3 The group works to widen personal travel choice for journeys to and from the Academy by improving information provision and awareness among staff, parents and pupils and introducing initiatives to encourage walking, cycling and public transport use.

5.9 Travel within the Curriculum

5.9.1 Smarter travel choices and road safety measures are critical aspects of the education process at the Academy. The Academy teaches pupils from a young age a range of processes for travelling to school safely and responsibly using a wide range of smarter travel choices.

5.9.2 To increase the success of the Travel Plan measures, pupils will be taught about how walking and cycling to school can keep them healthy both now and in the future, and ultimately their suggestions for increasing walking and cycling can be incorporated into the Travel Plan.

Improving Information and Awareness

5.9.3 It will be critical to provide staff, parents, pupils and visitors with accurate information on the range of available services and travel initiatives if the Travel Plan is to succeed. The provision of accurate and up to date information, together with wide ranging publicity, will be a major component of the plan.

- 5.9.4 Within the Academy there will be an information point where details on travel options and the Travel Plan can be published for pupils, parents and staff to read. This will provide a medium to promote new initiatives and advertise forthcoming events. New initiatives and events will also be communicated in assemblies.
- 5.9.5 The Travel Plan is publicised within the prospectus of the Academy to illustrate that it is integral to the ethos of the school. This will be updated on an annual basis to reflect changes and updated information on annual surveys.
- 5.9.6 The TPC will produce and distribute a range of marketing materials (leaflets, bus timetable information, route maps, car share information, etc.) to encourage pupils and staff to use alternative modes of travel. This is an existing measure that will be continued following the move to the permanent site.
- 5.9.7 The updated Travel Plan will be uploaded to the Academy website following the relocation of the Academy to allow parents to see the plan. Similarly monitoring results and information on the alternative routes for access will be provided on the Academy website.

5.10 Staggered Drop-off and Departure Times

- 5.10.1 The timetabled day at the Academy differs for different age groups. With regards to the Travel Plan, the staggered drop-off and finish times for the different age groups will serve to spread the peak at the end of the Academy day and seek to minimise the impact on the local highway network.
- 5.10.2 The Academy will have breakfast and after school clubs available for all pupils on the Thomas Hall site dependant on the needs of the Academy community which should result in further spreading of the peak periods.

5.11 Travel Planning Resources

- 5.11.1 **Table 5.1** summarises the main websites that can be used by staff, parents and pupils in order to access information and assist in planning their journeys to and from the Academy.

Table 5.1: Primary Travel Information Websites

Website Address	Content of Website
http://www.steineracademyexeter.org.uk/	The Travel Plan and information regarding travel options to the Academy.
http://www.traveldevon.info/	The site provides information on travel issues and journey planning within the county.
www.travelinesouthwest.org.uk	Travel line is a service that provides impartial journey planning information about all public transport services – buses, coaches, trains - throughout the South West. The website offers a 'journey planner' to enable journeys to be planned from an address or postcode, including all non-car modes of travel.
http://www.transportdirect.info	Transport Direct provides a multi-modal journey planner on their website to provide door-to-door journey planning advice.
http://www.stagecoachbus.com/localdefault.aspx?Tag=Exeter http://www.turnerstours.co.uk/busservices.asp & http://beaconbus.co.uk/	The public bus operators within Exeter providing services to the bus stops adjacent to the Academy site on Cowley Bridge Road. Details of services times and routes can be found on their websites.

https://devon.liftshare.com/default.asp	This site is a specific car share database for Devon. It facilitates car sharing across the county, even where the participants are not trying to access the same final destination.
www.sustrans.co.uk	A leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys made every day. Maps of local cycle routes and the National Cycle Network can be found on their website.
http://www.schoolecocheck.co.uk/index.php	The website provides information about safe, environmentally friendly and active ways of travelling to school and provides details of travel survey results for schools in Devon.

6.0 TRAVEL PLAN TARGETS

- 6.1.1 To be effective a Travel Plan is required to have targets which need to be **Specific, Measurable, Achievable, Realistic** and with **Time** scales fixed, i.e. SMART. To be measurable, initial modal split figures should be identified as a starting point. Therefore, the site will be subject to a Travel Survey following occupation to enable the setting of site specific targets. The Travel Plan Coordinator will liaise with appropriate local authority officers to confirm the modal shift targets as presented in this document, or if necessary agree new targets based on the specific data following the relocation of the Academy.
- 6.1.2 It is proposed that the Travel Plan will set a target with the aim of reducing the number of staff and pupils travelling by car, particularly single occupancy/one child trips, with the aim of improving sustainable travel to the Academy.

Provisional Target

- 6.1.3 Following the completion of the Travel Surveys, the information (specifically the modal journey to campus data) will be compared with the baseline data as set out in **Table 3.2**.
- 6.1.4 The primary objective will be to reduce car driver trips (single occupancy vehicles (SOV)/one child vehicle trips) by at least 5% within a five year period which would equate to 31% of attendees accessing the site by SOV at the end of the identified period, with corresponding increases in the use of other sustainable modes.
- 6.1.5 **Table 6.1** sets out a provisional target modal split based upon the baseline data for pupils set out in **Table 3.2** to encourage a modal shift to sustainable forms of travel during the first five years after the move to the Thomas Hall site. Where the survey information from the staff and students does not match the baseline data, adjustments to the figures in the table and the corresponding percentage targets will be made so that firm future targets can be set.

Table 6.1: Provisional Travel Plan Targets

Method of Travel	Baseline Mode Split (%)	Annual Targets				
		Year 1 (%)	Year 2 (%)	Year 3 (%)	Year 4 (%)	Year 5 (%)
Walk	11	11	11	11	11	11
Cycle	16	16	16	16	17	17
Scooter	2	2	2	2	2	2
On the bus	10	10	11	11	11	12
Car	36	35	34	33	32	31
Car share	18	19	19	20	20	20
On the train	4	4	4	4	4	4
Other	4	4	4	4	4	4
TOTAL	100	100	100	100	100	100

- 6.1.6 Due to small sample size of existing staff at the temporary Academy site, provisional targets for staff mode split have not been set out and will be confirmed following the initial Travel Survey after the move to the permanent site.
- 6.1.7 It is proposed that the initial pupil target will be confirmed following a review of the results of an initial travel survey after the relocation of the Academy to the permanent site. In the event that the development generates a larger or smaller proportion of SOV trips upon receipt of the Travel Surveys, it will be necessary for the Travel Plan Coordinator to revise the targets accordingly.

- 6.1.8 A reduction in the level of SOV journeys is anticipated to come from the promotion of a number of alternative modes of travel, including car sharing, cycling and public transport.
- 6.1.9 Due to the incremental increase in student numbers, it is anticipated that the mode share of trips to and from the Academy will change annually up to the expected point of full occupation in 2021 as the mix of ages among pupils changes and staff numbers increase. Furthermore, the Academy anticipate that as they become more established, the catchment of students will reduce as the application process favours those pupils living in close proximity to the Academy. It is considered that this measure within the application process will further assist the Travel Plan in reducing car trips to the Academy as, over time, the catchment area becomes reduced.

7.0 IMPLEMENTATION, MONITORING AND REVIEW

7.1 Implementation

- 7.1.1 It is proposed that the Travel Plan will be a document in transition, especially as the operation of the Academy transfers from the temporary site to the permanent site. As a result of the relocation, the Academy has the opportunity to provide travel advice to existing staff, pupils and parents on access options to the new site in advance of the move. On this basis, advertising and budgetary measures to support the outcome of the Travel Plan will be in place in advance of the occupation of the site.
- 7.1.2 All staff, pupils and parents will be made aware of the Travel Plan and the responsibilities of the Travel Plan Coordinator, on joining the Academy. Information relating to parking at the temporary Academy site is currently provided on the Academy's website. It is proposed to extend this to include information on sustainable travel opportunities available to everyone accessing the permanent site at Thomas Hall.
- 7.1.3 After an appropriate level of publication, an initial travel survey will be undertaken and targets set. The remainder of the measures outlined within the Travel Plan will be implemented over the course of the school year following the relocation from the temporary site.
- 7.1.4 A timetable of the implementation of the Travel Plan is set out in **Table 7.1**.

Table 7.1: Travel Plan Implementation Summary

Item	Responsibility	Timescale
Appoint a Travel Plan Co-ordinator	Academy	TPC already appointed and in post at the temporary Academy site.
Provide Secure Cycle and Scooter Parking Secure cycle and scooter parking will be provided on site from the outset. The TPC will review the provision and when necessary ensure more parking is provided.	Academy	During construction and maintain throughout the lifetime of the development.
Provide Changing Rooms and Lockers Suitable facilities will be provided on site from the outset to encourage the adoption of non-motorised sustainable travel.	Academy	During construction/prior to occupation.
Provide Information on Walking, Cycling and Public Transport links to the site. Prior to the relocation, staff, parents and pupils will be provided with information about walking, cycling and public transport links to the permanent site.	Academy	Prior to the relocation and annually throughout the lifetime of the development for new parents and students.
Staff and Pupil surveys Within six month of the relocation to the permanent site.	TPC	Staff and pupils will be surveyed within six months of the relocation. The TPC will assess this information and set the Travel Plan targets to reflect the survey results.

<p>Maintaining an Issues Log</p> <p>The TPC will make it known to all staff and pupils / parents of the Academy that they can raise any issues or concerns with the TPC and these will be logged and where possible action taken to address these issues. The Issues Log will be made available to the local highways authority as part of the annual review process.</p>	TPC	From relocation to the permanent site.
<p>Preparing an Annual Travel Plan Review</p> <p>The TPC will prepare a report for issue to the relevant local authorities and stake holders.</p>	TPC	Annually.
<p>Actions following Travel Plan Review</p> <p>Following the Travel Plan Review an amended and improved plan will be produced.</p>	TPC/Academy	Annually.
<p>Cycle Training</p> <p>Working with Sustrans, BikeIt and DCC Road Safety Team, students of all ages will be offered training in safe road use.</p>	TPC	In accordance with Curriculum and school year.
<p>Education</p> <p>As part of the Citizenship curriculum all children will be made aware of the importance of sustainability and of healthy lifestyles. The importance of regular exercise will be emphasised.</p>	Academy	On-going from the existing temporary Academy site.

7.2 Monitoring and Review

Travel Questionnaire

7.2.1 The existing annual travel survey of staff, pupils and parents will be continued following the relocation of the Academy. An initial survey will take place within 6 months of the occupation of the site and will help to provide an indication of the emerging modal share, while encouraging pupil, staff and parent opinions on suitable sustainable travel initiatives. Once the surveys have been analysed the targets will be refined and agreed with DCC. The results of the travel questionnaire will be made available to all parents.

7.2.2 The survey will include questions such as:

- How do pupils and staff usually travel to school;
- How pupils would prefer to travel to school; and,
- Comparison of current travel with preferred travel options.

Monitoring Programme

7.2.3 Following the initial survey, subsequent annual surveys will be completed by staff, pupils and parents. An annual Travel Plan Review Report will be produced to display the outcomes of the assessments. This will maintain the processes established at the temporary site enabling the school to fully evaluate the travel patterns of staff, pupils and their parents so that the principles

of sustainable travel endorsed by the Academy continue without effect on the surrounding highway infrastructure.

- 7.2.4 The annual review will also address the usage of cycle and scooter parking in order to monitor provision. Where necessary, the requirement for further provision will be identified in the annual review reports.
- 7.2.5 The level and frequency of the meetings of the Academy Travel Plan Working Group will also be kept under review as part of monitoring process.
- 7.2.6 The annual monitoring will also provide the opportunity to consider pupil travel needs arising from new developments in education and transport provision.

8.0 SUMMARY AND CONCLUSIONS

8.1 Summary

- 8.1.1 This Travel Plan has been prepared by Hydrock Consultants Ltd on behalf of Willmott Dixon in support of the proposed redevelopment of the former Thomas Hall on the A377 Cowley Bridge Road to create new educational buildings for the Steiner Academy Exeter.
- 8.1.2 This Travel Plan provides an overview of the management, monitoring, implementation and travel initiatives that will be provided to develop the sustainable operation of the site.
- 8.1.3 The purpose of this Travel Plan is to set out a long-term strategy for reducing staff and student dependence on travel by private car, and in particular single occupant/one child car trips. Its objective is to reduce private car mileage in favour of more sustainable modes of travel, which reflects current Government policy objectives in respect of transport. Targets are identified within a Travel Plan to reduce the proportion of car driver journeys to the Academy over time.

8.2 Conclusions

- 8.2.1 The Travel Plan Coordinator will seek to introduce measures identified in this Travel Plan as soon as is practicable. The Travel Plan Coordinator will have the responsibility for the day to day management of the Travel Plan, which will include consultation with relevant outside bodies, and for the monitoring and the administration of the Travel Plan.
- 8.2.2 A travel survey will be conducted among staff and pupils/parents once the Academy moves to the permanent site. The surveys will provide direct feedback to the Travel Plan Coordinator on changing attitudes to travel from which the Travel Plan targets can be confirmed or refined in order to reduce the number of car journeys to the Academy.
- 8.2.3 In summary, this document provides a Travel Plan which can be used and developed by the Travel Plan Coordinator to encourage and develop both sustainable travel and healthier lifestyles by staff, parents and pupils.

Steiner Academy Exeter April 2015

Notes

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