



BEECHEN CLIFF

# Beechen Cliff School

## Travel Plan

Update - August 2020

Original May 2019

Update August 2020

Review Date: October 2020

Senior Leader Responsible: Headmaster

Travel Plan Lead: Clare Thompson

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## **Key information**

Name of School Beechen Cliff School

Type 11-19

Address Kipling Avenue, Bath BA2 4RE

Type of location Urban

Staff 200

Opening times 07.30 to 16:30 – Day School  
Term Time – 24 hours Boarding school

Telephone 01225 480466

e-mail headmaster@beechencliff.org.uk

Website [www.beechencliffschool.org.uk](http://www.beechencliffschool.org.uk)

## **Section 1 - Background**

This Travel Plan has been produced to support the planning application for Parking Provision at Beechen Cliff School and to provide a meaningful list of actions to be taken to improve the school impact on travel in the local community. Beechen Cliff School recently became part of the Midsomer Norton Schools Partnership.

Beechen Cliff School is situated on the southern side of the City of Bath approximately two miles from the city centre. The site is located within the suburb of "Poets Corner" at the top of Kipling Avenue, adjacent to Alexander Park.

Beechen Cliff School has been situated at the current site since 1932. The school operates with a full roll of over 1300 students, which includes 900 in the Lower school and 440 in the Sixth Form. Current staff numbers average at 200 per day, dependent on the part-time staff required at various times of the week. The school is a single-sex boys' school up to Year 11 and offers a mixed Sixth Form. The school offers places to boys across the BA1 and BA2 area, with 20% of places offered to boys from the wider Bath area to recognise its unique provision. The Sixth Form is open to applications from across the local communities with students attending from across the Local Authority.

Beechen Cliff is open to staff and students from 7:30am to 5pm each school day. In addition, there is State Boarding provision on the site which operates 24 hours a day during school term time. Members of designated staff operate this permanently. The school has an extensive after school sports programme which operates throughout the school week with occasional fixtures on Saturdays.

The school buildings accommodate a large number of external clients who rent various parts of the school for activities during weekends and after 6pm on weekdays.

This Travel Plan aims to encourage the use of sustainable modes of transport for staff, students and visitors: to promote cycling, walking and public transport as alternatives to car travel and in doing so have a positive impact upon local traffic congestion, air pollution and the health and fitness of staff and students. The Travel Plan has been significantly impacted by the introduction of parking restrictions on the nearby streets that had previously been used to supplement parking options for all users of the school site.

The Travel Plan will be reviewed when site improvements have been made and will form the basis for a revised Travel Plan which will be reviewed regularly.

## **Scope of Report**

The report is structured as follows:

Section 2: Presents details of the School and site users.

Section 3: Reviews the existing accessibility of the School site from the surrounding area.

Section 4: Sets out the aims and objectives of the Travel Plan.

Section 5: Summarises the Travel Plan measures that could be implemented.

Section 6: Sets out a strategy for implementation of the Travel Plan, including marketing and promotion.

Section 7: Considers how progress against the Travel Plan objectives and targets should be monitored.

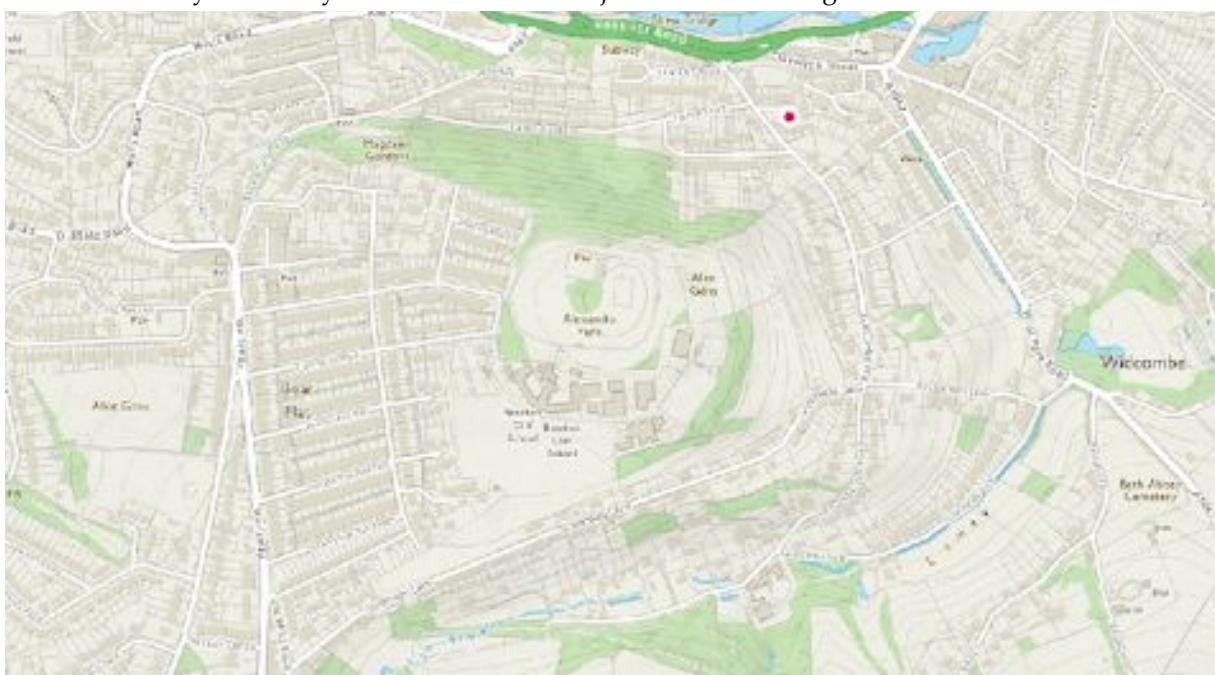
## **Section 2 – The School and Adjacent Site Users**

### **2.1 Introduction**

As part of the Midsomer Norton School Partnership Trust, Beechen Cliff School caters for 1300 students aged 11–19. The school will teach the national curriculum, as well as offer academic and extra-curricular opportunities in a teaching environment that has been in situ for many years. Pupils and students will be encouraged and rewarded for using alternative and greener transport to and from school.

### **2.2 Site location**

Beechen Cliff School is located within a residential area on the southern side of Bath, adjacent to Alexandra Park. The immediate surrounding area consists of residential streets bordered on the lower side of the site by Greenway Lane that acts as a major “rat-run” during commuter rush hours.



Source: [www.ordnancesurvey.co.uk/osmaps/](http://www.ordnancesurvey.co.uk/osmaps/) © Crown copyright and database right 2019

The school is located on Kipling Avenue, which is a residential avenue by local community and for access to the nearby Alexandra Park. The roads around the school all have wide pavements, which lead to the Wellsway, which is a main route into the Bath City centre.

### **2.3 Current travel arrangements**

#### **2.3.1 Students**

In a survey conducted in December 2018, 416 households responded and informed us that the following figures characterised the current travel arrangements of our students:

Journey to school	% of total responses	% Walk	% Cycle	% Public Bus	% Train	% Car	% Car-share
0-2 miles	46%	76%	4%	9%	0%	13%	2%
2-3 miles	18%	20%	3%	36%	0%	27%	12%
3-5 miles	10%	0%	0%	45%	10%	31%	14%
5+ miles	26%	0%	0%	44%	23%	27%	4%
Total % modal split		39%	2%	27%	7%	21%	5%

There are no school provided coaches. You will see that only one in four journeys is by car and 5% of all car journeys utilise car share opportunities. In the survey only 13% of respondents indicated that they would like to continue to travel by car. A repeat survey of staff, pupils and parents will be conducted in December 2020 to ascertain any changes and to inform plans for review process in January 2021. Plans to complete this in June 2020 were impacted by the CV19 pandemic. The intention is to measure the impact of the restrictions placed on travel by the national guidelines in December 2020.

### 2.3.2 Staff

Beechen Cliff School has a total staff of more than 200. Staff are employed on a mixture of contracts, including a large number of part-time staff who arrive at various times of the day. Staff home addresses spread over a wide area from Bristol to Chippenham, and from Bruton to Marshfield. Many are limited in the options available for travel given the distances and complexities of the public transport system. Due to the high cost of living in the local community, only a small number of staff live within reasonable walking distance.

Results of the staff transport survey carried out in November 2018 are as follows:

How do you currently travel to work?

Car 74.16%

Car Share 4.49%

Public Transport 3.37%

Walk 13.5%

Cycle 4.49%

When asked how they would prefer to travel to school in the same survey, staff provided the following response.

Car 26%

Car Share 27%

Public Transport 16.5%

Walk 19.4%

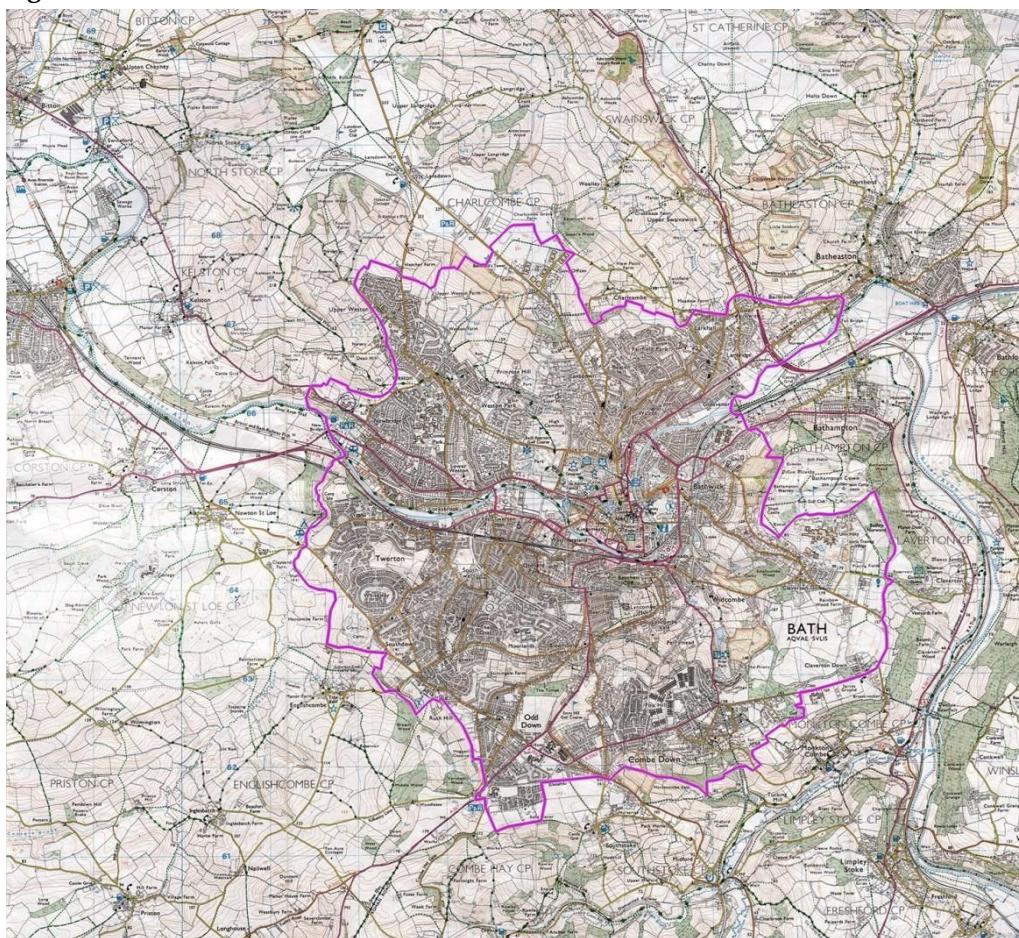
Cycle 21%

Please note that a survey of staff travel was undertaken in June 2020, however the national covid guidance which recommended limited use of public transport and avoidance of car sharing made the results and statements of intent invalid. This survey will be repeated in December 2020.

## 2.4 Catchment area

Beechen Cliff School admissions policy is complex as it aims to provide the opportunity to access the unique provision of a single sex education to as many residents of the City of Bath and the wider population as possible. Therefore, the catchment area for the School covers an extensive area. The School also attracts students from towns and villages in the adjacent local authorities of Somerset and Wiltshire.

**Figure 2.2: Beechen Cliff School Catchment Area – Lower School**



## 2.6 Students and staff

Staff and student numbers are at a maximum level currently. We have no spaces in any year groups and all staff positions are filled.

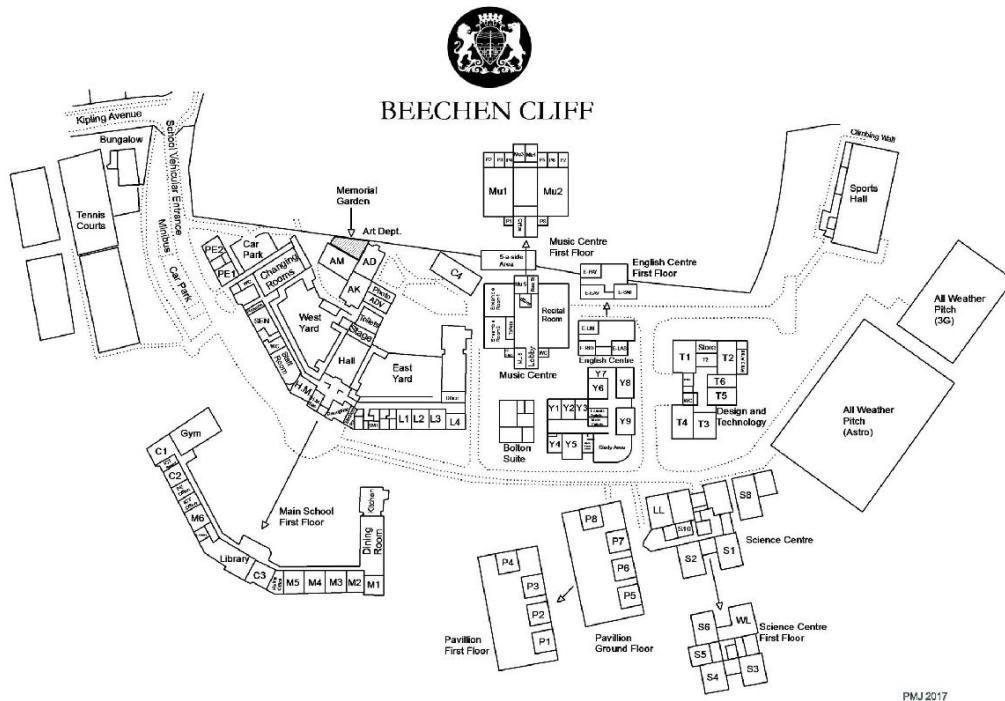
**Table 2.1: Student and Staff details**

Aspect	Detail
Number of pupils	1300
Number of Staff - 2017 onwards	200 + some fluctuation due to requirements at various times of the year
Number of boarding pupils	34

## 2.7 Site Layout and Access

The site layout plan is shown in Figure 2.3 and access arrangements are summarised below.

**Figure 2.3: - Site Layout showing vehicle access**



### 2.8.1 Vehicle access

The School is accessed by road via Kipling Avenue, which is accessed directly from the Wellsway Road that runs into Bath from villages to the South of Bath. Wellsway is a very busy "A" road which is a main commuter route. All vehicles enter the site using this single access point. Vehicular access to the site is controlled, and no vehicles can access the site between the hours of 8.25am and 3.25 pm without prior arrangement or by means of being permitted access by an authorised member of the school staff. Road markings and signage have been installed immediately outside the school entrance

to create a safer and convenient environment for pedestrians and road users. SEND students access school by taxi or minibus and drop off/pick up in the spaces in front of the main school building at pre-arranged times.

Parental pick up/set down is actively discouraged within the school site and on the road immediately outside the school. A temporary arrangement with the owners of the Wine retailer on Bear Flat has been put in place to allow creation of a morning drop off zone with effect from September 2020. This will be monitored and reviewed in December 2020.

#### **2.8.2 Pedestrian and cycle access**

The pedestrian and cycle access to the school is via public footpaths; two from Greenway Lane and one access point located to the right of the main school vehicle access on Kipling Avenue.

#### **2.8.3 Service vehicle access**

Service vehicles access the site via the main vehicular access road and deliveries are timed to avoid peak times. Deliveries are made to the Main School building or, where appropriate, to the kitchens/stores at the rear of the site buildings. A designated delivery bay exists to the left of the main site barrier, which avoids delivery vehicles having to wait in the car park and therefore reduces congestion and improves safety in areas used by students.

#### **2.8.4 Site facilities**

In terms of facilities on the site, there are some car parking spaces for teaching staff, with three designated for visitors, one for disabled and four for school mini buses. The campus also has cycle racks providing 30 secure cycle parking spaces for staff and students. Showering facilities are available on site. There are limited access to "visitor" parking spaces on the Avenues around the school site, which are subject to a two-hour limit. We are currently unable to provide an adequate level of parking on site to meet the minimum needs of our staff. There is no parking provision on site for any students.

In the mornings, staff start to arrive at 7:00 and generally, all full time staff will be on site by 7:45. Pupils start to arrive from 7:30 with the Library, Refectory and Sixth Silent Study area open to pupils who arrive at this time. All pupils will be on site at 8:25am. (Year 13 students have a more flexible timetable and arrive and depart at various times during the day.)

In the afternoon, the school day ends at 3:25pm. Pupils then depart the site on foot. A large number on each weekday will be involved in sporting or extra-curricular activities either on site or at another school. Staff, depending on their role, will start to leave site from 15:25 and the majority of staff will have left site by 17:00 although some staff leave the site later. There are a small number of support staff who leave during the school day eg Catering and Cleaning staff.

## **Section 3 - Site Accessibility**

### **3.1 Overview**

This section reviews the existing accessibility of the School site from the surrounding residential area on foot, by cycle, by public transport and by car. Recommendations are also made for “safer” walking and cycling routes to the school, making best use of existing infrastructure. This is to promote accessibility by active transport modes and contribute towards the greater well-being of staff and students.

### **3.2 Pedestrian access routes**

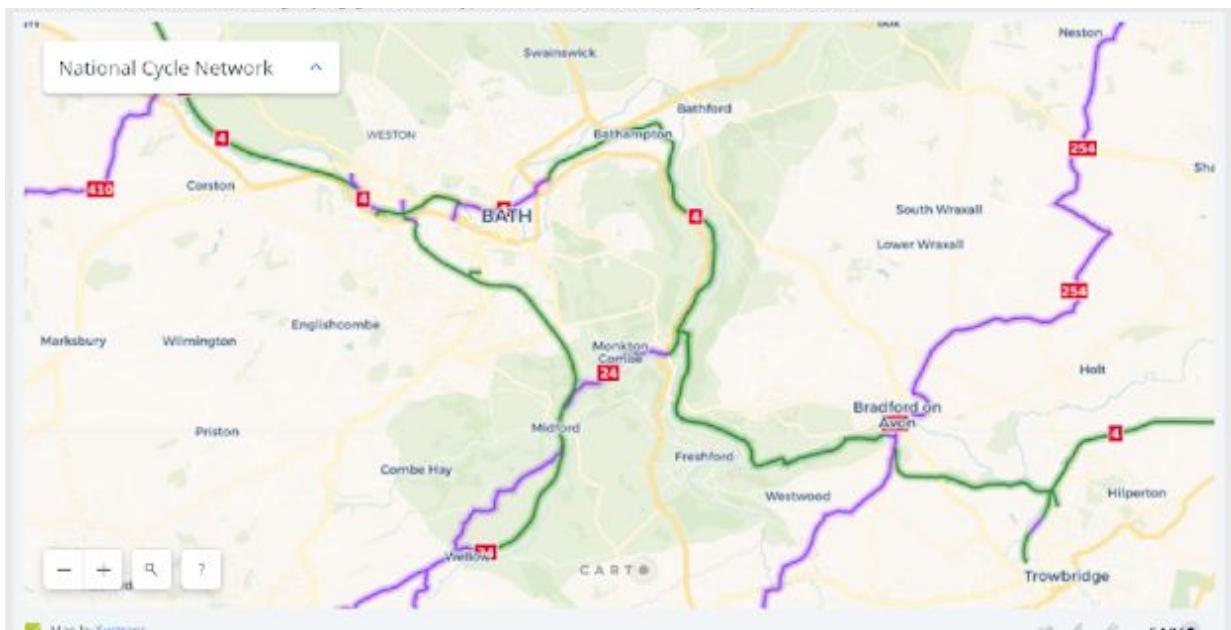
Access to the site for pedestrians is via Greenway Lane or Kipling Avenue. Pupils arrive from various locations; those walking from the city centre will usually walk via Holloway, Lyncombe Vale or through the Beechen Cliff/Alexandra Park footpaths. This will result in the use of the main site entrance on Kipling Avenue. Those approaching from the Wellsway having travelled by public transport to the Bear Flat area or as pedestrians will walk up the Avenues arriving at the Kipling Avenue access point.

Pupils walking from Greenway Lane, Englishcombe, Odd Down or Entry Hill will access the site via the two public footpath access points on Greenway Lane itself. This is also the preferred access point for those who have visited the Tesco store on Bear Flat prior to the school day commencing.

The Wellsway has a number of crossing points including a Pelican and Puffin crossing. Staff members are on duty on Bear Flat during the morning and afternoon to supervise safety and behaviour in the area. Both the crossings on Wellsway have dropped kerbs to assist pedestrians, wheelchair and pushchair users. The entrances from Greenway Lane are accessed via gates from a single line public highway which is heavily used as a commuter “rat-run” during the morning. Traffic on this road can often be seen to be travelling at excessive speed. A member of staff is on duty in the area both morning and afternoon to supervise safety and behaviour in the area.

### **3.3 Cycle access routes**

The nearest designated cycle route is the National Route 24 and Route 4 of the National Cycle Network which runs from Bath through Radstock, Frome, Warminster and Salisbury. Route 24, the Colliers Way is a 23 mile, mostly tarmac road which follows a disused railway line and can be accessed at Frome and Bath Spa Railway stations and various points in-between such as Shoscombe, Wellow, Kilmersdon etc. (Figure 3.4)



Source: <http://www.sustrans.org.uk/ncn/map/route/route-24>

In keeping with the local area, both cycle routes are hilly in places. Cyclists using these routes would exit Alice Park and make their way across several busy roads, and ascent up whichever of the steep Bear Flat Avenues they choose to reach the site. Cyclists using alternative routes to access the campus would need to do so by roads which, whilst well lit and of good quality surface, are either narrow and winding Lyncombe Vale and Greenway Lane or fast flowing and hilly in the case of Englishcombe Lane, Wellsway, Entry Hill or Bloomfield Road. The junction of all nearby Avenues and Wellsway is designated a 30 mile per hour zone but concerns have previously been raised about the safety of cyclists using these junctions and the surrounding highways. A number of staff cyclists have sustained serious injuries over the past two years during their commute, although this seems to have not put them off but others have witnessed these injuries and do not consider cycling a safe alternative. Parents indicated in the survey that their overwhelming concern is for the safety of the boys. Particularly given the tendency that "Boys do not see danger". Others cite the location of the site at the top of a steep hill and the amount of sporting equipment the boys carry as deterrents.

Eighty-four percent of parents felt that the journey was safe for pedestrians, however only 34% felt it was safe for cyclists.

The School provides secure lockers for pupils and staff have secure storage areas for personal items. The site already has secure bike racking which students can use. The School will also engage with the Local authorities and cycling organisations to identify recommended routes for students and staff who wish to cycle to school.

Despite the apparent concerns of staff regarding the safety of cycling the Cycle to Work scheme was introduced from September 2019 through the Government's Green Transport Initiative ([www.cyclescheme.co.uk](http://www.cyclescheme.co.uk)). A number of staff have taken advantage of this benefit, uptake has been increasing during the lockdown period and an increased number of staff have started to cycle to school.

### **3.4 Public transport access**

#### **3.4.1 Bus**

The closest bus stops to Beechen Cliff School are located on Bear Flat/Wellsway. This is a main bus route, which accommodates bus to and from Bath City Centre/the main Bath Travel interchange on a very regular basis. Please refer to the First Bus timetable online for further details.  
<https://www.firstgroup.com/uploads/maps/Bath%20Zone%20Map%20V1.pdf>  
[https://www.firstgroup.com/uploads/maps/\[12879%20West%20of%20England%20Zones%20Map%20V1%20with%20logo.pdf](https://www.firstgroup.com/uploads/maps/[12879%20West%20of%20England%20Zones%20Map%20V1%20with%20logo.pdf)

For many staff, there are two main stumbling blocks in the use of public transport. One is the cost implication which can be significant; 10% of staff cite cost as the deciding factor, whilst 57% indicated that subsidised tickets would cause them to consider a change to public transport. The school has investigated a corporate membership to access discount, however as most staff only work term time the discount has little or no impact due to the requirement to purchase an annual ticket. Since June 2020, there has been much reduced provision on public transport due to CV19 restrictions. This is creating additional barriers to both staff and pupil uptake of the various options that have been available pre March 2020.

Inconvenience and reliability issues are another contributing factor. Teaching staff carry work to and from school every day. It is impractical to carry 60 class workbooks, up the avenues from the bus stops on the Wellsway. 45% of our staff live over 5 miles away, and many cite the need to carry out other responsibilities on the way to or from work as the main reason that they travel by car. In particular, collecting dependents from other locations.

#### **3.4.2 Rail Travel**

The nearest rail connection to the campus is Bath Station, which is 1 mile from Beechen Cliff School. A number of staff and pupils who live in Bristol, Freshford, Batheaston and Wiltshire towns and villages use the train every day and walk to school from the main travel interchange in Bath. Bath Railway station is operated by Great Western Railways and has good connections to the West of England, South Wales and London.

## **Section 4 - Travel Plan Aims & Objectives**

The overall aim of Beechen Cliff School Travel Plan is to provide staff, students and their parents with high quality information and a choice of transport modes for the journey to and from school. The Travel Plan objectives can be summarised as follows:

- To maximise the number of staff and students travelling to and from school by sustainable modes such as public transport, walking or cycling through learning opportunities and incentives e.g. including sustainable travel issues within the curriculum, cycle training
- To improve the safety of walking and cycling routes to the school through engagement with the Local Authorities and relevant organisations

- To improve the quality of travel information available to staff, students and visitors
- To have positive impacts upon the local environment, student and staff health and fitness and traffic congestion in the area around the campus by raising travel awareness amongst staff, students and their parents/carers through encouraging them to use sustainable modes of travel.

This report forms a framework to establish a School Travel Plan Working Group to oversee the further development and implementation of the Travel Plan. A revised Travel Plan can be produced once further staff/student travel surveys have been undertaken and more detailed targets identified. This will enable a full examination of the impact of parking restriction changes on the local community.

Equally important is the involvement and co-operation of third parties to ensure effective delivery of measures. Local authorities and other relevant organisations will be consulted regarding the Travel Plan to ensure that the measures and targets are complementary to those developed for local area as a whole.

## **Section 5 - Travel Plan Measures**

The proposed measures for the Beechen School Travel Plan can be divided into the following separate categories

- on-site smarter measures
- on-site physical measures
- off-site physical works

### **5.1 On-site smarter measures**

- Encourage our pupils, students and their parents to take an active part in the Travel Plan and include sustainable travel within project work wherever possible.
- Distribute cycle route, pedestrian route and public transport route information to students and staff. This can be included in handbooks for students and new starter packs for employees. Guidance on car parking arrangements will also be included (there will be no student parking available on the site with effect from 1<sup>st</sup> September 2019). Relevant routes and maps will be displayed around School and on the school intranet and website. This is to be in place by November 2020.
- Promotion of improved transport choices by students via an incentive based reward scheme. This is proposed for Term 3 and 4 of the 2020-21 academic year.
- Working in partnership with the local residents association to campaign for support from the Local Authority in the creation of a formal dropping off zone on Bear Flat, to provide a viable alternative that is safe for pupils between 7.45 and 8.20 each school day morning.
- Staff, students and visitors will be made aware of online facilities which can assist with using sustainable modes of travel such as Traveline South West ([www.travelinesw.com](http://www.travelinesw.com)), which provides information on bus/train services, routes and frequencies and Travel West ([www.travelwest.info](http://www.travelwest.info)) which provides a wide range of travel information including bus, rail, park and ride, car share, walk, cycle, air and driving. Information on cycling routes can be accessed online at [www.sustrans.org.uk](http://www.sustrans.org.uk) These websites will be advertised on the school's intranet and website and on noticeboards throughout the school. These will be promoted again when the national advice regarding transport is updated pending changes to the CV19 guidelines.
- All new staff will be made aware of the Cyclescheme initiative as part of their induction and invited to participate. Promote national initiatives such as Walk to Work week <http://walktoworkweek.org.uk/> and Cycle to Work Day <https://www.cycletoworkday.org/>
- Encourage car sharing amongst staff by identifying staff who travel on the same routes. Staff will also be encouraged visit the Travel West car sharing database at <https://travelwest.liftshare.com/> to identify potential car share partners from outside of the existing campus staff. These will be promoted again when the national advice regarding transport is updated pending changes to the CV19 guidelines.

- The availability of a guaranteed ride home to car sharing staff in the event of emergencies will be promoted. Although there is a small cost associated with this measure, rides home are very seldom required and therefore the financial outlay is low. Rather it acts to give car sharers the confidence that they can return home at any time during the day if an emergency occurs, minimising inconvenience to them. These will be promoted again when the national advice regarding transport is updated pending changes to the CV19 guidelines.
- Monitoring of traffic activity at peak times during the day to ensure that any conflict with the existing school activity can be identified early on and addressed accordingly.
- Identification of alternative pick up and set down points for school educational visits to reduce congestion at key times on the Wellsway. Odd Down Sports ground car park identified as alternative location and to be promoted with all staff organising visits. Educational visits have been suspended as per national CV19 advice for terms 1 and 2 of the 2020-21 academic year, pending review.

## **5.2 On-site physical measures**

- Introduction of designated 2+ parking bays to encourage car shares.
- Introduction of campus-wide permit scheme to reduce the number of vehicles accessing the site. Permits will need to be displayed as the car park will be regularly monitored during the day. Following initial implementation, a review of this will incorporate a prioritisation of those who identify as car-sharers. Scheme will be reintroduced when CV 19 restrictions have been lifted.
- The creation of Electric Vehicle (EV) charging points on the school site which will be supported by the Local Authority and made available to the local community during evenings and weekends to be installed by Summer 2021.
- Visitors unable to park on site will be clearly signposted to alternative parking facilities nearby and given specific instructions on where they should park in adjacent roads.
- Parking for cycles is currently provided on campus, as part of the Travel Plan monitoring, if surveys show that cycling demand increases, appropriate measures will be taken to supply more cycle parking facilities.
- Shower facilities are available for staff, and storage lockers for both staff and students.
- Parental pick up/set down will be discouraged.
- Introduction of a 5mph speed limit across the site to increase pedestrian safety.
- Installation of formal school gate with electronic access panel. Quotes have been received awaiting approval from Trust for Site Improvement.

### **5.3 Off-site physical measures**

- Through regular Travel Plan monitoring, review of data collated and liaison with BANES and other relevant organisations, the need and scope for physical improvements to the access routes to the site (in particular safety improvements for cyclists) will be reviewed.

## **Section 6 - Travel Plan Implementation Strategy**

### **6.1 Roles and responsibilities**

Implementing the measures outlined in Section 5 will be the responsibility of the Travel Plan Lead at a school level. He/she will have been appointed to collate travel information packs for new staff, pupils, parents and students, develop relationships with local transport providers to negotiate discounted travel on buses and the cost of purchasing bicycles etc., promote smarter travel choices through marketing and special events and be in a position to offer personalised journey planning to both students and staff.

As a minimum, the role of Travel Plan Lead will entail:

- Organising travel surveys
- Implementation of measures
- Point of contact for those wanting travel information
- Provide personalised journey planning
- Reporting the findings of the travel surveys back to Beechen Cliff School and the Midsomer Norton Partnership Trust.

The Travel Plan Lead will need to be a good communicator, have sufficient authority and be committed to sustainable and smarter travel choices. In order to carry out the monitoring of travel and travel planning, there will need to be an allocation of money and time, so that surveys can be devised, distributed and analysed, promotion material can be printed and distributed, and for the Travel Plan report to be revised and distributed accordingly. Although the Travel Plan Lead will be the main point of contact, a successful Travel Plan needs the commitment and 'buy in' from all involved. The Travel Plan Lead can encourage and promote strategies, but in order to be effective over the long term, the support of senior management, teachers, support staff and students is essential. Accordingly, a School Travel Plan Working Group will be set up to oversee the implementation and further development of this Travel Plan.

In addition to the Travel Plan Lead, it is envisaged that this group will comprise:

- Teachers
- Parents/Carers
- School governor
- Pupil/Student representatives
- External Organisations including, but not limited to, Sustrans and Avon & Somerset Police Community Trust

It is recommended that the Working Group meets regularly i.e. at least quarterly, to review the progress of Travel Plan measures and develop new initiatives.

Bear Flat Association offer of assistance has been received by the school and to offer assistance in the following:

- Researching safe and sustainable travel to Beechen Cliff School
- Investigation of funding sources

## **6.2 Marketing and promotion**

It is essential that the users of the site are involved when developing the Travel Plan. A Travel Plan is a live document, with the results from travel surveys shaping the targets as behaviour and attitudes to travel evolve. School staff and pupils will be encouraged to include sustainable travel within project work at every opportunity.

Both staff and pupils should have a sense of ownership over of the Travel Plan, which in turn will encourage compliance in meeting targets. The Travel Plan Lead should operate an open door policy, which will encourage participation and comments on the scheme. Furthermore, the Working Group will allow student and staff representatives to voice the opinions and suggestions of their peers.

Promotional measures which should feature in the full marketing plan include:

Fliers and travel information: Ensure that information on how to access the site is provided in all promotional information for example information packs for new students and staff. Included should be information on sustainable transport such as walking/cycling and public transport routes. Travel information should also be displayed on boards at prominent locations across the School, such as visitor boards in reception, communal areas and staff rooms.

Promotion of local and national established events coordinating with the Local Authority Sustainable Transport Officer to maintain up-to-date information regarding these annual events.

The Travel Plan Lead and representatives from the Working Group should research these events, and promote them at the school. The promotional events will be incorporated in the teaching day, with sustainable travel topics, posters and discussions around the school.

## **6.3 Resourcing**

In the Full Travel Plan, a comprehensive Action Plan will set out the implementation programme for measures. For the purposes of this Framework Travel Plan, a proposed Action Plan has been developed, which is outlined in Table 6.1.

The Action Plan identifies:

- Measures currently considered appropriate for the development
- Person responsible for implementing them

- Time frame for implementation
- Priority level

It is anticipated that funding for the Travel Plan measures will come from the existing school budget, but with possible further assistance from BANES through its local sustainable transport funding streams. Introduction of the HomeRun app will be fully funded by BANES.

**Table 6.1: Proposed Action Plan**

Measure	Responsibility	Time frame	Priority
Appointment of Travel Plan Champion	Beechen Cliff School	September 2020 - Pending	High
Travel information published	Travel Plan Lead	September 2020 - Completed	High
Travel information to new teaching staff on appointment	Travel Plan Lead in consultation with HR	September 2020 - Ongoing pending changes to national CV19 guidance	Medium
Pupil welcome handbooks produced	Travel Plan Lead	Autumn 2020 - Ongoing pending changes to national CV19 guidance	Medium
Travel Surveys	Travel Plan Lead	December 2020	Medium
Set Travel Plan targets	Working Group	Winter term 2020	Medium
Submit Full Travel Plan to BANES	Travel Plan Lead	(after targets set)	Medium
Sustainable Travel Events	Travel Plan Lead	Ongoing	Medium

Travel surveys will be repeated in December 2020, with a separate survey for pupils, parents and staff using the Modeshift Stars platform. The results of the surveys will enable detailed modal split targets to be set, which will be included in the Full Travel Plan.

## **Section 7: Travel Plan objectives and targets monitoring**

### **7.1 Monitoring**

To monitor the effectiveness of the Travel Plan measures, surveys need to be undertaken. The first survey should be undertaken during July 2020, and then repeated on an annual basis. The annual surveys should be undertaken at a similar time of year to generate comparable results. The data collected should be presented in a report, and shared with the wider school community and BANES to keep them engaged with the Travel Plan. This will be the responsibility of the Travel Plan Lead.

### **7.2 Management**

It is important that the Travel Plan continues to have the support of Governors, the Head Master, parents/carers and all staff and pupils. It is assumed that the responsibility for implementation and monitoring will be held by the Travel Plan Lead, with input from members of the School Travel Plan Working Group.

The proposed monitoring measures can be summarised as follows:

- Review Travel Plan with parents/carers and local community through School Travel Plan Working Group meetings and travel questionnaires
- Undertake regular audits of onsite facilities and school transport services and quantify their use
- Update Travel Plan targets on an annual basis, following analysis of the monitoring surveys
- Prepare annual Travel Plan Monitoring Report for the local authority.

## **Addendum: August 2020 Travel Plan Update**

The extraordinary circumstances presented by Covid-19 have had a notable impact on the implementation of the Travel Plan. With frequently changing advice from Government, the school has had to respond quickly and regularly to new requirements on educating pupils safely on site, whilst also providing for those off site. The school's priority, along with the rest of the nation, has therefore been on reducing the risk of spreading Covid-19. This has been mirrored by the Local Authority which has significantly reduced communication around travel issues.

To mitigate the risks from Covid-19, the school has had to take some steps in the last 6 months which would appear retrograde given the intentions and actions set out in the Travel Plan. The school wishes to assert in this update that it remains committed to the aims and objective of the Plan and will maintain best efforts to implement the plan under the circumstances. In spite of this, there has been some progress on elements of the Travel Plan which are outlined below, alongside a summary of measures taken to reduce the risk of Covid-19 to pupils and staff.

### Progress on Travel Plan

- 'Drop off' point for parents on Bear Flat agreed with Majestic Wine. To commence 3rd September and be reviewed at the end of the month;
- Increase in number of staff making use of the Cycle to Work scheme: 8 new participants in Summer Term compared to two in the same period last year;
- Park and Ride discounts explored with provider, but no economically viable option possible;
- Public funding not made available for site changes required to enable infrastructure e.g. for charging points. This is a significant factor in slowing the progress of the Plan;
- Sustainable travel arrangements to school provided to all new staff recruited in last 6 months;
- Bear Flat Travel and Transport Group offer of support received by the school. School to ask for assistance with identifying safe walking routes and investigation of funding streams; and
- Changes to rail services to west of Bristol which affected a small number of staff mitigated in sustainable ways.

### Covid-19 Impacts and Mitigations

- Pupil 'walk to school event' due to take place summer 2020 cancelled due to Covid-19; Staff survey conducted July 2020 - to be repeated December 2020 to plan measures to minimise risks to staff travelling to school. Many staff concerned about public transport use;
- Lower Field to be used for parking for maximum 32 members of staff, using school's 28 day permissible use. Council aware, including discussion around planning application if required. Arrangement necessary to promote safe travel of school workforce and reduce traffic on site under social distancing measures; To be reviewed October 2020;
- Visitors to school site to be minimal, reducing traffic;
- Pupils encouraged to walk to school for physical and mental health reasons; and
- Reduced time for further detailed travel planning and lack of Council communication.

The Travel Plan will be updated by December 2020 (at the latest) as the Covid-19 situation evolves. It is hoped that circumstances will permit the time, data collection and resources for the next iteration of the Plan to contain more detailed metrics on objectives and progress.