



BEECHEN CLIFF

# Beechen Cliff School

## Travel Plan

Original: May 2019

Review Date: September 2020

Review Date: September 2021

Review Date: June 2022

Update: September 2022

Update: September 2023

Update : November 2023 (post staff/parent survey)

Next Review: June 2024

Responsible: Headteacher (Mr T Markall) and Assistant Headteacher (Mr K Mann)

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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	180
Opening times	07.30 to 17:30 – Day School Term Time – 24 hours Boarding school
Telephone	01225 480466
e-mail	headteacher@beechencliff.org.uk
Website	<a href="http://www.beechencliffschool.org.uk">www.beechencliffschool.org.uk</a>

## Section 1 - Background

This Travel Plan was initially 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 became part of the Midsomer Norton Schools Partnership in February 2019.

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 Alexandra Park.

Beechen Cliff School has been situated at the current site since 1932. The school operates with a full roll of over 1250 students, which includes 850 in the Lower School and 400 in the Sixth Form. Current staff numbers average at 180 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, safety, 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.

## **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 currently implemented.

Section 6: Sets out a strategy for implementation of the Travel Plan, including marketing and an action plan for the year ahead.

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

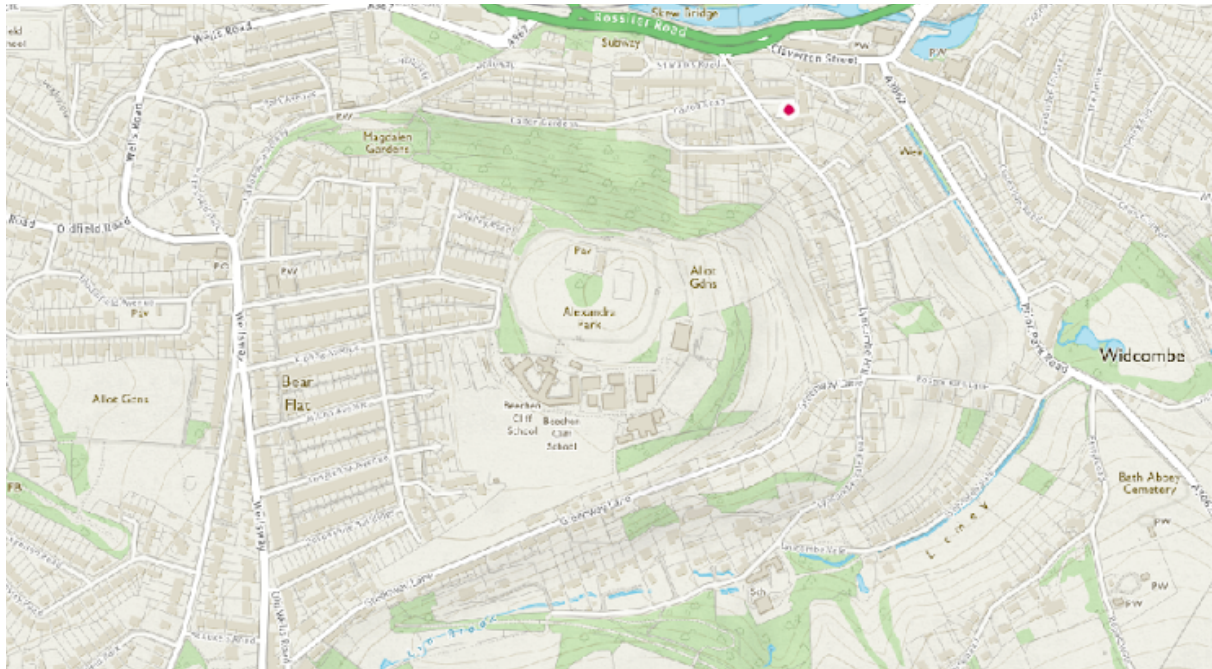
# Section 2 – The School and Adjacent Site Users

## 2.1 Introduction

As part of the Midsomer Norton School Partnership Trust, Beechen Cliff School caters for 1300 students aged 11–19. The school teaches the national curriculum, as well as offering academic and extra-curricular opportunities in a teaching environment that has been in situ for many years. Pupils, students and staff are encouraged to use 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, a residential avenue. The roads around the school all have adequate pavements, which lead down to the Wellsway, a main route (A367) into Bath City centre.

## 2.3 Current travel arrangements

### 2.3.1 Students

In a survey conducted in May 2022, 91 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	40.7%	76%	16%	0%	0%	8%	0%
2-5 miles	31.9%	7%	21%	38%	3%	28%	3%
5+ miles	27.5%	0%	0%	20%	20%	40%	20%

Cycling percentage has increased from 4% to 16% from the previous survey in 2019 but so has the percentage of car users for those travelling further. There has been a reduction in the use of public transport.

There are no school provided coaches.

### 2.3.2 Staff

Beechen Cliff School has a total staff of 180. This is slightly lower than when the last survey was produced. 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 May 2022 are as follows:

#### How do you currently travel to work?

Car 72.3%

Motorbike 2.1%

Car Share 2.1%

Public Transport 2.1%

Walk 10.6%

Cycle 8.5%

Dropped off 2.1%

Car share percentages have declined which we believe to be due to the effects of Covid.

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

Car 12.8%  
Car Share 8.5%  
Public Transport 2.1%  
Walk 17%  
Cycle 19.1%  
Other 4.3%  
N/A 36.2%

From this we can see that staff would like to be greener in their choice of transport and the challenge for us is to support them in doing so.

**November 2023 Update from school travel survey to staff (68 responses):**

Staff Travel Survey results November 2023:

- 47% live over 5 miles away; 24% within 1-2 miles
- 72% travel to school by car; 18% walk; 5% cycle; 3% carshare; 1% by bus; 1% by train

Main reasons for travel by car:

- 28% - too far
- 27% - drop offs/pick ups
- 24% - too many books to carry
- 20% - not on a bus route; 13% - bus too expensive

What would encourage you to walk or cycle?

- 57% - nothing
- 25% - safe place for storing bike and kit; 25% - better shower/changing facilities
- 16% - have less equipment to carry

**November 2023 Update from school travel survey to parents (181 responses):**

- 22% lives more than 5 miles away, 22% less than a mile, 22% 1-2 miles
- 37% walk to school, 20% take the bus, 28% car/car share, 8% cycle

Main barriers to walking/cycling:

- buses - timings, not on bus route, buses too expensive (21%)
- too far to walk or cycle (13%)
- drop offs on the way to/from work (18%)



What would encourage your child to cycle:

- secure cycle parking (24%)
- Safer crossing points (20%)
- Cycle paths (31%)
- Cycle training (10%)

**B&NES Parent Survey results (381 parent responses) - provided to the school in November 2023**

- 24% travel to school by car either as a driver, passenger or part of a car share; 34% walk; 9% cycle; 20% by bus; 1% by train

Main reasons for travel by car:

- 11% - too far
- 11% - on the way to work
- 24% - too many books to carry
- 7% - not on a bus route; 4% - bus too expensive

What would encourage you to walk?

- 61% - nothing
- 5% - safe place for storing bike and kit
- 10% - more safer crossing points
- 7% - reduced speed of traffic

What would encourage you to cycle?

- 45% - nothing
- 27% - safe place for storing bike and kit
- 15% - more safer crossing points
- 17% - reduced speed of traffic
- 34% - cycle paths

Do you think the journey is safe for pedestrians?

- 82% Yes

Do you think the journey is safe for cyclists?

- 40% Yes

What would you like changed by parents/school/council?

BY PARENTS

- Safer driving practices by other parents
- cycling proficiency courses
- talk to children about safer travel
- less parents to drive their children to school.

#### BY SCHOOL

- More cycling safety workshops.
- Secure undercover bike storage
- Rewards system for children cycling to school
- More advertising to parents to request drop off in locations other than school gates
- Do more to discourage driving. identify drop of locations away from the school

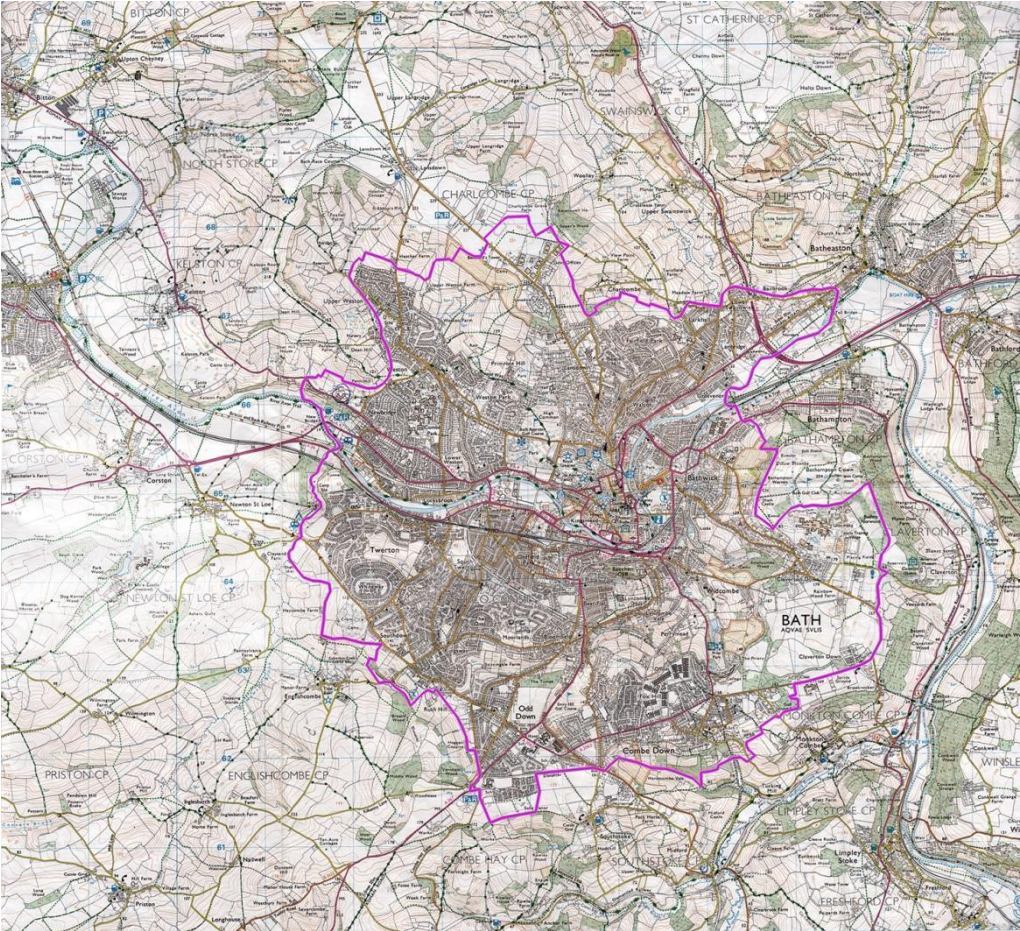
#### BY THE COUNCIL

- Widen pavements where possible
- Put in a safe crossing points
- Cycle paths/lanes - separating bikes from cars
- Reduced speed limits
- Make it harder for school traffic to speed up the avenues in the morning.
- Improved walking and cycling routes / safe crossings
- Lighting along the two tunnels path and some sort of pedestrian/ cyclist system
- Enforce the speed limits and make the whole journey more pedestrian friendly.
- Radically improve public transport so that the volume of traffic is reduced.
- Bikeability course availability
- Penalties for poor driving
- More buses

**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.

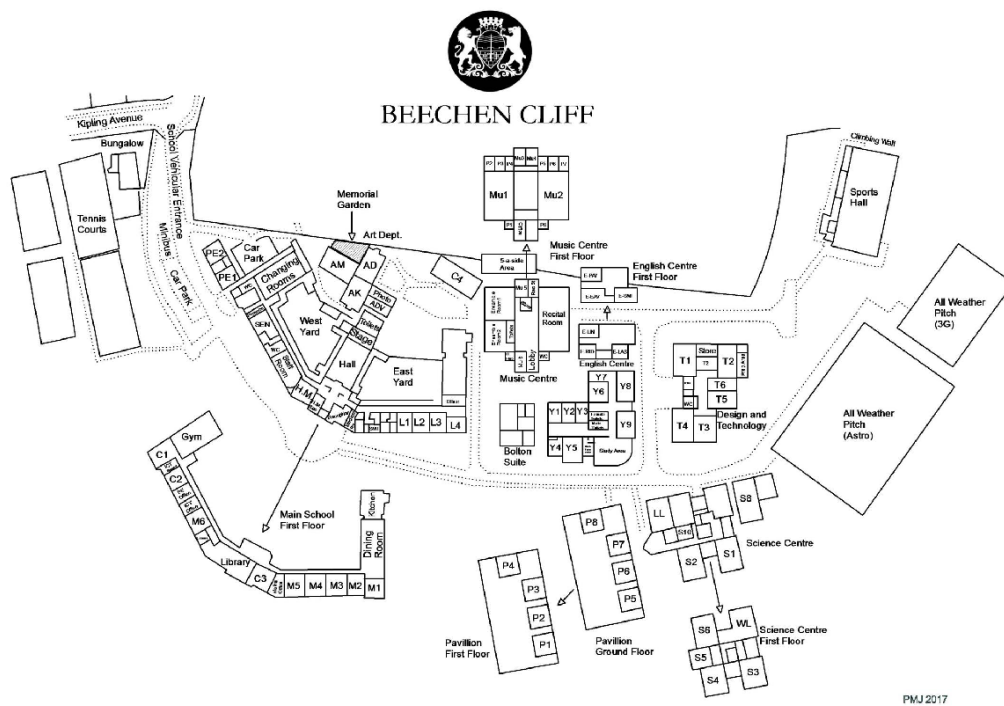
**Table 2.1: Student and Staff details**

Aspect	Detail
Number of pupils	1250
Number of Staff - as at June 2022	180 + some fluctuation due to requirements at various times of the year
Number of boarding pupils	32 (with some additional flexi-boarders)

**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, though the primary route is via Shakespeare Avenue as part of an unofficial one-way system. Both avenues are 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 through electronic gates at the main entrance. 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. A small number of pupils affiliated with the Southampton Football Club academy programme also access the school by minibus on certain days in the same way.

Parental pick up/set down is not permitted on the school site and is actively discouraged on the road immediately outside the school.

Parents dropping off pupils are encouraged to drop off at the bottom of the hill. Both Majestic Wine and Cook on Bear Flat are happy for Beechen Cliff pupils to be dropped in their car park where they can then walk up the hill.

Update in September 2022: In the autumn and winter of 2022, significant repairs are taking place on the school sports hall which is reducing the number of parking spaces available on site. Therefore a small number of spaces have been made available on the lower field which is accessible by Greenway Lane. Once the building work is complete, these parking spaces will revert to the original positions on-site.

Update in September 2023: The building work is complete and all parking is now back on site with no significant works taking place on site

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

The pedestrian and cycle access to the school is via public footpaths; two from Greenway Lane (one directly on to the playing fields and one further east via Lyncombe Hill Fields) and one access point located to the right of the main school vehicle access on Kipling Avenue. From the main entrance on Kipling Avenue a path leads to covered cycle storage.

### **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 parking areas 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 (and three designated for visitors). A small number of spaces are outside the electronic gates to allow flexibility. There is one disabled space 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 able to provide sufficient parking on site for all staff but with no flexibility as all spaces are currently full. 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 3:15pm. 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 15:30 and the majority of staff will have left site by 17:30 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.

At the end of the school day the large number of pupils and students leaving the site at a similar time causes busyness outside the school main gates from around 3.15-3.30pm.



## 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

The principal pedestrian access to the School is at the top of Kipling Avenue. But other points of access for those on foot are perfectly acceptable and indeed will relieve congestion near the main gates. A member of staff is on duty in the area in the morning and after school to supervise safety and behaviour in the area.

Access to the School site for pedestrians is possible at three points in addition to the main entrance:

- By footpath from the circular road within Alexandra Park;
- Off Greenway Lane (*west*), some 150 metres east of Entry Hill (leading to the Lower Field that is part of the School grounds);
- Off Greenway Lane (*east*), some 50 metres west of Lyncombe Hill (using a public footpath westward to a gate just below the School’s rugby pitch).

Pupils and staff walking **from the NORTH** (e.g. Widcombe, the city centre, Bath Spa Station, bus station) may walk via Holloway or Lyncombe Hill but there are also a number of footpaths from both (in the case of Lyncombe Hill, via Calton Hill) that lead to Alexandra Park and so to the School away from traffic. Wells Road is not recommended: it is busier and longer than Holloway.

For those coming from Green Park and the Lower Bristol Road (that is east of where the Linear Park is convenient) can use a little-known and unsigned route from Lower Oldfield Park via Cedar Way and up the hill to Oldfield Road, leading to Bloomfield Avenue and Bear Flat. By some topographical quirk, this route makes light of the hill.

Those approaching **from the WEST** (e.g. Bloomfield, Oldfield Park, Moorlands, Twerton) have the advantage of the traffic-free Linear Park, leaving it at Bloomfield Green for Bloomfield Road and Wellsway.

The **Wellsway** has four crossing points convenient for approaching the School (listed from north to south):

- Light-controlled crossing at The Bear pub, leading to Shakespeare or Kipling Avenues, not Bruton Avenue which is a cul-de-sac;
- Crossing with refuge close to the fork of Wellsway/Bloomfield Road, leading to Milton or Kipling Avenues; and
- Light-controlled crossing between Longfellow Avenue and Devonshire Buildings; and
- Light-controlled crossing at The Devonshire pub, leading to Greenway Lane (*west*) (see below).

These crossings have dropped kerbs to assist pedestrians, wheelchair and pushchair users.

Pupils having travelled by public transport to Bear Flat will alight on Wellsway and then walk up the Avenues.

Pupils and staff walking **from the SOUTH** (e.g. Odd Down, Combe Down, Foxhill) may walk down Wellsway, Entry Hill or Ralph Allen Drive but there are also footpaths, that lead to Greenway Lane and so to the School away from traffic. These include the historically resonant Pope’s Walk from near the top of Ralph Allen Drive to Perrymead; and a path from Foxhill leading to Entry Hill Gardens and on – still off-road – to Greenway Lane.

Those approaching **from the EAST** (e.g. Bathwick, Widcombe) will be likely to use Lyncombe Hill and from there either the footpath via Calton Hill (see above) or Greenway Lane (*east*) (see above).

Regarding **Greenway Lane**, both entrances are accessed via gates. That to the east is set back but that to the west is close to a narrow road, heavily used as a commuter “rat-run” during the morning so particular care is needed. A member of staff is on duty in the area both morning and afternoon to supervise safety and behaviour in the area.

The School is working with local bodies such as the Bear Flat Association and ward councillors to make routes to school safer. We are pressing for a crossing of Bloomfield Road to give a better route from the Linear Park to the School. There are moves to create Low Traffic Neighbourhoods for Entry Hill and Greenway. We hope to have more news in due course.

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.



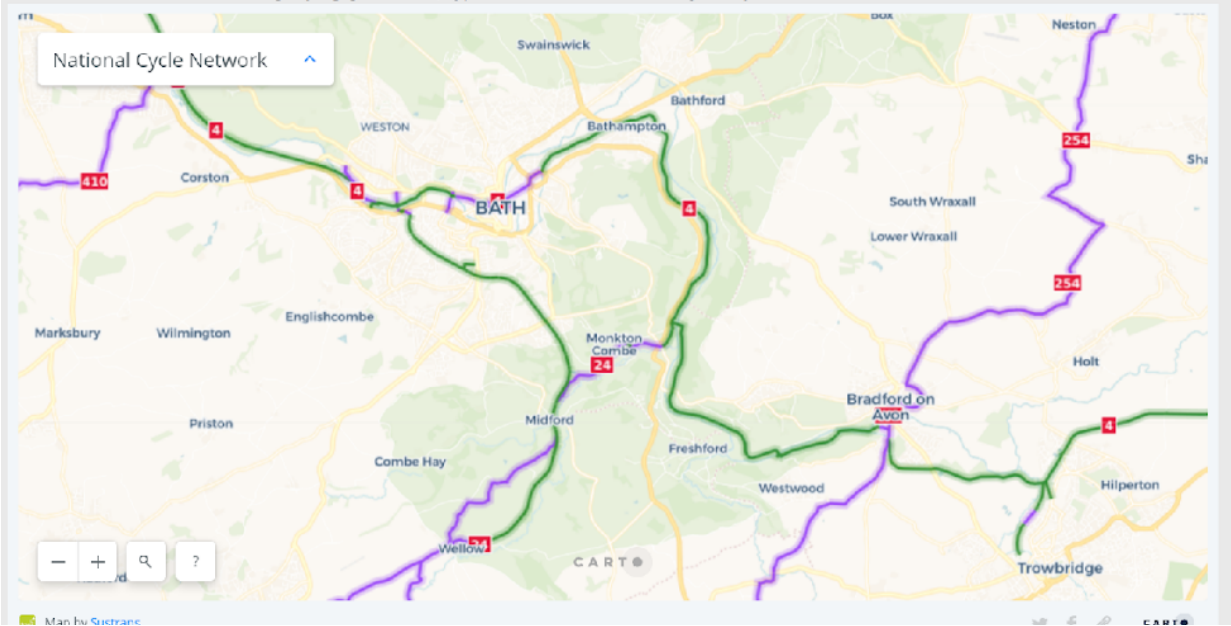
The Wellsway has a number of crossing points including a Pelican and Puffin crossing. Staff members are on duty on Bear Flat during the morning and afternoon to supervise safety and behaviour in the area. Both the crossings on Wellsway have dropped kerbs to assist pedestrians, wheelchair and pushchair 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.

Update September 2023: The school has attended B&NES consultation meeting regarding the proposed changes to Wellsway regarding the introduction of a cycle lane and increasing the bus lane further.

A member of staff is on duty at the entrance/ exit to the school at the start and end of the school day 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>

The National Cycle Network runs close to the school. The route connects with parts of Bath to the east and west and beyond to Monkton Combe and Wellow, and to Saltford. See map at:

<https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/bath-two-tunnels-circuit>

The most convenient access point is at Bloomfield Green (just west of the two tunnels). From the Green, the best route is down Bloomfield Road, then dismounting on the green apex at the bottom of this Road and wheeling the cycle on foot using the island on Wellsway. Then travel up the Avenues to the school.

Local roads have speed restrictions but concerns have previously been raised about the safety of cyclists using junctions and the surrounding highways. A few staff cyclists have sustained injuries in the past 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 most recent survey that their overwhelming concern is for the safety of pupils. 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.

Parents surveys have indicated that walking is viewed as a safer alternative to travel to school than cycling.

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. We understand that there are consultations over local roads becoming car free in the future and if there is an increase in safe cycle routes then we expect the numbers cycling to increase.

**Update September 2023: Year 7 pupils have participated in the Bikeability Scheme organised by Banes throughout 2023-2023. We understand that Banes Bikeability scheme will only be available for Year 6 pupils in the academic year 2023-24 and so cannot continue at Beechen Cliff.**

Despite the apparent concerns of some staff regarding the safety of cycling, the Cycle to Work scheme was reintroduced in 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 increased during the lockdown periods and an increased number of staff have started to cycle to school, some using electric bikes.

### **3.4 Public transport access**

#### **3.4.1 Bus**

The closest bus stops to Beechen Cliff School are located on Wellsway at Bear Flat. This is a main bus route, both for buses within the City and those serving towns to the south such as Peasedown St John,

Radstock, Midsomer Norton, Paulton and Wells. Both types of service will stop at Bear Flat, so there is no need to wait for a City bus!

The route from the Bus Station to Bear Flat is served by the 4, 171, 172, 173, 174, D2.

Notably, the 4 passes through other parts of Bath (and beyond to the east) both north and south of the School.

So pupils and staff travelling **SOUTHBOUND** may get on the bus near their home and stay on to Bear Flat from these areas:

- 4 Weston, RUH, Lower Weston, City Centre

And **NORTHBOUND**:

- 4 Bloomfield, Odd Down

In all, in terms of frequency, there are 12 buses passing between the City Centre and Bear Flat per hour, that is one per 5 minutes on average.

In addition, there is the 41 service that runs between the city centre and the Odd Down Park & Ride (P&R) Site. This is available for journeys from the P&R to Bear Flat (set down only) though not from the City centre to Bear Flat.

Please refer to the First Bus timetables online for further details:

<https://www.firstgroup.com/bristol-bath-and-west/plan-journey/timetables/?operator=3&page=1&redirect=no>

Apps about bus travel may be helpful, for example buschecker offers real time information about upcoming departures from any bus stop chosen on a map.

For many staff, there are four main stumbling blocks in the use of public transport:

- The cost implication, which can be significant; many have indicated that subsidised tickets would cause them to consider a change to public transport.
- 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.
- Many 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.
- During the pandemic social distancing requirements have reduced public transport use significantly

The latter of these we hope will become less of an issue and the other ‘stumbling blocks’ should not exist for pupils. Perhaps subsidised tickets will be available for education staff in the future?

Update September 2023: The school has worked with B&NES and First Bus with a view to providing a better service on the No.4 route from Bathford to Bear Flat in terms of overcrowding. Unfortunately the parent take up in contributing to the additional costs proposed by First Bus wasn't viable for a bespoke Beechen Cliff service to operate from Bathford to Bear Flat.

Update November 2023: The school is now also working with First Bus, parents and Banes Transport on finding a solution to the problems on the D2 Service from Frome.

### 3.4.2 Rail Travel

The nearest rail connection to the campus is Bath Spa Station, half a mile from the School. The station has good connections to the West of England, South Wales and London. A number of staff and pupils use the train every day and walk from the station to school. There is an exit on the south side of the station leading to a footbridge over the river, a light-controlled crossing of the dual carriageway and thence to routes south, see 3.2 above.

Places well served by rail services to Bath include:

- Keynsham (fastest time 7 minutes), Bristol (12m);
- Chippenham (13m);
- Freshford (9m), Avoncliff (11m), Bradford upon Avon (12m), Trowbridge (18m), Westbury (27m), Warminster (34m), Frome (39m), Bruton (51m).

Train information and tickets: [GWR](#)

Apps about rail travel may be helpful, for example GWR. Also, the Bus Checker app has real time information about upcoming train departures from any station chosen on a map.

## 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 and to encourage greener forms of transport where possible. 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.

The initial report and work towards the School Travel Plan began in 2019 and reviews and updates have taken place since. The pandemic has impacted on some of the original planned measures such as car sharing and encouraging the use of public transport due to social distancing requirements. The high levels of covid still in circulation and the higher absence levels of both staff and students still impact on the willingness to engage in shared travel arrangements.

## Section 5 - Travel Plan Measures

The 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
- additional measures

### 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 (in particular through the school eco-team).
- Distribute cycle route, pedestrian route and public transport route information to students and staff. This is included in handbooks for students and new starter packs for employees. Relevant routes and maps have been displayed around School
- Guidance on car parking arrangements will also be included and reminders will be shared via bulletins, newsletters and weekly briefing notes. (There has been no student parking available on the site since 1<sup>st</sup> September 2019).
- Promotion of the Cycle to Work Scheme ([www.cyclescheme.co.uk](http://www.cyclescheme.co.uk))
- Promote national initiatives such as Walk to Work week <http://walktoworkweek.org.uk> and the Sustrans annual Big Walk and Wheel event (<https://bigwalkandwheel.org.uk>)
- Promotion of improved transport choices by students via an incentive based reward scheme linked into the walking to the national Walk to School Week.
- Working in partnership with the local residents association to campaign for a formal dropping off zone on Bear Flat 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 website and on noticeboards throughout the school.

- All staff invited to participate in the national Cycle to Work Day ([www.cycletoworkday.org](http://www.cycletoworkday.org))
- Encourage car sharing amongst staff by identifying staff who travel on the same routes. Staff will also be encouraged to 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.
- 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 an alternative location and to continue to be promoted with all staff organising visits.

## 5.2 On-site physical measures

- Fixed number of parking spaces on site. The was increased a few years ago to meet requirements with changing parking restrictions in local roads/parks but no more spaces can be made available.
- 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 beyond the current capacity, 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 is regularly discouraged (including via the newsletter).
- Members of SLT and site team on duty at the school gates will challenge those stopping in the middle of the road or on zig zag yellow lines to drop off.
- 5mph speed limit across the site to increase pedestrian safety.
- Formal school gate in place with electronic access panel and security cameras.
- SLT members on duty before/after school direct pupils/staff on foot to the pedestrian entrances/exits for safety reasons
- Supporting local resident initiatives to reduce car idling including banners outside the school.

### 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.
- The School is working with local bodies such as the Bear Flat Association and ward councillors to make routes to school safer. We are pressing for a crossing of Bloomfield Road to give a better route from the Linear Park to the School.
- The condition of the entrances and exits to the site will continue to be reviewed regularly and improvements made as required. [The main gate entrance and footpath to the right of the main gate from Kipling Avenue were both resurfaced in August 2022 to improve safety.](#)

### 5.4 Additional measures

- The school has registered with Modeshift stars (<https://modeshiftstars.org/>) and plans to use their resources to improve our travel planning moving forward.
- Lobbying of bus companies when local routes to the school are reduced or insufficient.
- Annual Beechen Cliff travel surveys to staff and parents to review opinions and habits.
- Regular reminders in the School Newsletter about travel to school and reducing traffic on local roads including using the drop-off/pick-up zone on Bear Flat as agreed with Cook and Majestic.
- [Participation in and promotion of BANES school transport surveys due to take place in the autumn of 2022.](#)

[Update September 2023 - B&NES still have not shared the school transport surveys despite repeated requests](#)

[Update November 2023 - B&NES survey data provided \(and referenced earlier in this document\)](#)



## Section 6 - Travel Plan Implementation Strategy

### 6.1 Roles and responsibilities

Implementing the measures outlined in Section 5 will be the responsibility of the School Leadership Team and in particular the Headteacher, the Deputy Headteacher (Pastoral) and the Assistant Headteacher (Community & Parental Engagement and Extra-Curricular Activities) and the Operations Manager.

In addition to these persons, it is envisaged that Travel Plan reviews will include also input from :

- Teachers/Support staff
- Parents/Carers
- School Local Governing Board
- Members of the site team
- Pupil/Student representatives
- External Organisations including, but not limited to, Sustrans and Avon & Somerset Police Community Trust
- The MNSP Multi Academy Trust Estates Team and Chief Operating Officer

Following the review in June 2022 it is now anticipated that the plan will be reviewed twice annually moving forward.

### 6.2 Marketing and promotion

It is essential that the users of the site are involved when implementing and further 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 School Leadership Team operate an open door policy, which will encourage participation and comments on the scheme. Furthermore, the meetings 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:

Ensuring that information on how to access the site is provided in all promotional information for example information packs for new students and staff and a designated page on the School Website. 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 co-ordinating with the Local Authority Sustainable Transport Officer to maintain up-to-date information regarding these annual events. There is a need to 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 addition to the measures in Section 5 an Action Plan is set out for implementation. This is outlined in Table 6.1.

The Action Plan identifies actions for the year ahead and time frames.

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.

**Table 6.1: Proposed Action Plan from September 2022**

Action	Time Frame	RAG
Meet with local residents committee lead	September/October 2022	Green
Publish updated plan on the School Website	October 2022	Green
Share Travel Plan with BANES	October 2022	Green
Promote and participate in BANES School Transport Surveys (Led by councillors S Warren and P Turton)	Autumn 2022 when final copies of surveys are provided. September 2023 update: the surveys were shared with parents to complete. They were delayed to mid academic year. The survey findings have not yet been shared by B&NES November 2023 update: surveys now shared	Orange
Sustainable Travel Information promoted in the school newsletter	November 2022	Green
Designated travel page on the school website	November 2022	Green
Pupil Eco Team Promotion of greener travel	December 2022	Green

Cycling proficiency training for younger pupils	February 2023 November 2023 Update: This is no longer being offered to secondary age pupils - only primary.	
Beechen Cliff Travel Surveys	March 2023 September 2023 update: Not complete as delayed B&NES surveys would have meant these were too close to each other.	
Interim Travel Plan review and publication of survey data	March 2023 September 2023 update: Not complete due to the reason above.	
Promotion of Walk to School Week	April/May 2023 September 2023 update: Year 7 transition events and documentation promoted sustainable travel in June 2023.	
Walk to School Week Events/Prizes	May 2023 September 2023 update: promoted with pupil posters made (Year 7). No prizes used.	

**Table 6.2: Proposed Action Plan from September 2023**

<b>Action</b>	<b>Time Frame</b>
Meet with local residents committee leads	Autumn 2023, Spring 2024 and Summer 2024
Promote Cycle to Work day and Car Free Day with parents, staff and pupils	September 2023
Assistant Headteacher to meet with the B&NES transport lead	October 2023
Publish updated plan on the School Website	October 2023
Newsletter Reminders about the one way system on the Avenues and dropping off at Bear Flat	Ongoing - regular
Share Travel Plan with BANES	October 2023
Work with B&NES about bus provision	Ongoing
Beechen Cliff Travel Surveys	November 2023
Pupil Eco Team Promotion of greener travel - posters and articles for the school newsletter	December 2023

Promotion of Walk to School Week	April/May 2024
Promotion of sustainable travel with new Year 7 pupils	June 2024
November 2023 Update: Investigate funding for additional cycle storage and additional staff shower/changing facilities	Ongoing
Produce safer travel leaflet/advice sheet for parents/pupils	April 2024

## 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 annually and the data reported as part of the interim review and annually in this document. This data will be shared with the wider school community and BANES to keep them engaged with the Travel Plan moving forward from September 2022. In addition, we welcome the proposed changes to the A367, including the Bear Flat where alterations are being proposed to include an extended bus lane and cycle lane. We are actively engaging in the consultation process.

### 7.2 Management

It is important that the Travel Plan continues to have the support of Governors, the Headteacher, parents/carers and all staff and pupils. The Travel Plan will be shared with the Local Governing Board, parents, pupils and staff annually and following updates. This will also be shared with the Local Authority.

### 7.3 Progress on the Travel Plan

Ongoing monitoring, and in particular during the interim and annual reviews will identify progress and the document will be updated accordingly.