



Roundswell Community Primary Academy

Travel Plan: April 2020

(authored by the Tarka Learning Partnership)

Roundswell Community Primary Academy.
Claypits Road
Roundswell,
Barnstaple.
Devon.
EX31 3WJ



Chair of Directors:

Paula Stein

Head Teacher:

Kate Fairbrother

CEO:

Andy Cotton



Introducing our School

Roundswell Community Primary Academy is a two form entry primary school (420 places in Reception classes to year 6) and a 39fte nursery provision. The age range of the school is 3 to 11 years and is supported under the Department of Education's free school programme.

Offering the best in modern, internationally-minded education and a welcoming, up-to-date building to the community of Roundswell and the surrounding area, Tarka Learning Partnership is excited to be opening Roundswell Community Primary Academy.

Through engaging pupils in a modern, exciting, rich and broad curriculum, Roundswell Community Primary Academy will enable children to have a modern outlook on the world, achieve high standards of learning and be secondary-ready.

Opening at the outset for children in their Reception year or Nursery start in September 2020, the school will initially be based on the site on Claypitts Road. The RCPA curriculum is internationally minded curriculum with a vision to deliver outstanding education, by introducing children to a world of opportunity. Through engaging pupils in a modern, exciting, internationally-minded curriculum, Roundswell Community Primary Academy will enable children to have a modern outlook on the world and achieve high standards of learning.

This travel plan is presented for the permanent school site in Roundswell.

1.1 Roundswell Community Primary Academy aims to offer:

- high aspirations for the children of North Devon through modern, high quality, inclusive education
- outstanding pastoral and pupil support provision

- an ambitious, innovative and contemporary curriculum with an international focus, educating children to be part of the wider world by instilling curiosity, resilience, problem solving, creativity and leadership
- an environment that will challenge and extend pupils through inspirational teaching and high expectations, introducing them to a world of opportunities
- wrap around education and care for children aged 3-11yrs
- a 21st-century school building on a purpose built site with up-to-date technological resources
- venue hire and letting availability to the local community
- new academy for children starting Reception in September 2020
- supported by Tarka Learning Partnership, a local multi academy trust

The school will offer local jobs for local people led by local schools and Trust leaders for the benefit of the local community.

1.2 Who is Tarka Learning Partnership?

The Tarka Learning Partnership was formed in July 2018 to support the development of North Devon schools, led and hosted in the local community. The vision is to empower young people in North Devon through learning.

Eden Park Academy, Sticklepath Community Primary Academy, Landkey Community Primary Academy, Roundswell Community Primary Academy, Newport Community School Primary Academy and the Park Community School have been working together for the last 2 years to assist in the formation of this Trust to support staff, governors and the young people of North Devon. Two new schools to the partnership have their academy orders – Fremington Community Nursery and Priamry School and North Molton Primary School and hope to become partners on 1st June 2020.

The Trust gives us the opportunity to support the development of partner schools ensuring that the leadership and resources of the Trust remain focussed at the heart of our community, where the Trust can support the education and welfare of young people.

The Trust has already begun to support schools assisting and leading bids to bring additional resources to the partnership and working with schools on leadership and classroom practices which support children. Our family of schools will benefit from locally based support services which are in sharp decline across Devon. Support services such as school improvement, governor support and training, finance, HR, premises development, support staff and teacher training, as well as direct services to children and families are being created.

The Tarka Learning Partnership is a strategic partner and employer of staff in both the Devon Primary SCITT, a partner dedicated to primary teacher training and the Devon Teaching School Partnership which works in close collaboration with Horizon Trust in Plymouth to lead professional development courses for teachers and support staff.

I know that the Trust and all constituent partners are looking forward to working with the Roundswell community and surrounding areas in this new era, safe in the knowledge that we have already collectively built a supporting organisation to enable the future development of all schools including Roundswell.

1.3 The Context of the RCPA Travel Plan

Unlike many other school travel plans across the country, this travel plan cannot be based on a long established community or school, so the rationale of this plan has to be based on a reasonable judgement and the past experience of the Tarka Learning Partnership in leading schools in this locality. There is little data available as there are, at the stage of writing this, only 28 pupils on roll. Of those potential pupils nearly all pupils live within ½ mile of the school and are likely to be able to travel on foot or by cycle/ scooter. The school opens with early years pupils only and then builds by admitting (up to 60 pupils) per year.

RCPA is being built in an area of Roundswell on a parcel of land on the Mont Bray estate built by Linden Homes, close to the communities of Bickington and Sticklepath due to rising numbers of pupils and house building in the locality. The school is much needed with local families travelling in and out of their locality often by car to support their child's attendance at school. Devon County Council identified the need for this school after examining local births and building plans. The County Council and DfE offered it to free school competition in 2015/16.

When full, the school is expected to accommodate 420 pupils in YR to Y6 and approximately 39fte nursery children depending on uptake of places and nursery hours. It is anticipated that there will be approximately 65 staff working (not all working at the same time) in the premises across the school day including meal time assistants, administration staff, caretaking and cleaning employees, teaching and teaching support personnel.



1.4 The Aims of our School Travel Plan

- To make the children's journey to and from school each day as safe as possible
- To promote daily exercise and improve our children's health
- To keep to a minimum the carbon emission emitted as part of a school journey
- To reduce the numbers of cars used for the school journey, including staff
- With other agencies assist in managing traffic impact on local side roads, which are close to the school including Claypits Road and Tews Lane, especially at pupil drop off and collection times
- To promote the safe use of bikes and scooters as forms of transport to and from school
- To promote good relationships between local residents and the school
- Increase the numbers of walkers who live within half a mile of the school
- Increase the numbers cycling to school
- Improve curriculum links with road safety and sustainable travel to school
- Reduce congestion around the school gate and in the locality

2.1 Potential travel/transport problems

Building any school in any location will attract traffic with the associated travel risks and issues, which need careful management by both the school and relevant supporting agencies/authorities. Choices of travel cannot be determined by the school, but the school can educate families and children in making those choices. The Trust has identified the following higher risk safety problems:-

Potential or actual higher risk travel and traffic problems	Action proposed by the School/ Trust
Local traffic congestion in the Roundswell area	<ul style="list-style-type: none">• Support a school for local children to decrease the number of car journeys in and out of the area to take children to other local schools.
Traffic congestion and poor parking outside the school's front entrance at key collection and drop off points	<ul style="list-style-type: none">• The closure of the school gates during the school day.• Provision for school coach and minibus parking inside the school's grounds.• The supervision of the school entrance by school staff at key drop off and collection points working with parents to address poor parking.

	<ul style="list-style-type: none"> • Measures taken as below to encourage cycle and walking to school. • Communications from school to parents – newsletters. • Local Councillor to investigate the possibility of double yellow lines to reduce congestion and parking in the vicinity of the school. • Allowing parents to access the school car park to drop off and collect children using the internal turning circle. Parents can drop children in the 6 space drop off area in the school grounds to be greeted and supervised by staff. • Liaison with the Local Police Officers to ensure the safety of the children, parents and local community at key times during the day. • Map out possible routes to the school and recommend to the parents as routes to follow. • As the school grows, investigation of the possibility of a fully staffed walking bus from a safe drop off / collection point.
Lack of turning circle outside school	<ul style="list-style-type: none"> • The Tarka Learning Partnership has discussed with Fremington Parish Council the implications of the school site on the locality in a public meeting and with specialist architects, the local planning authority about the implications of no turning circle outside the school leading to dangerous car movements.
Traffic congestion on Tews Lane at drop off and collection	<ul style="list-style-type: none"> • The main entrance and most convenient collection and drop off place is on the currently unadopted road outside of the school's main entrance encouraging car users to use the main entrance. • The Trust would ask the planning authority to carefully consider restricting vehicular access to Tews Lane at key drop off and pick up points, preventing parents using this as a quick access route.
Staff cars and school day congestion	<ul style="list-style-type: none"> • Provision for 38 parking places in the school grounds – far in excess of other local primary schools.
Coach and lorry turning	<ul style="list-style-type: none"> • Provision for turning and deliveries on site. • Provision for coach parking on site.

Pupil entry and exit	<ul style="list-style-type: none"> Distinct pathways for pupils and families to disperse access and separate traffic from pedestrian routes on site.
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2.2 Targets

This section provides a table of targets to be achieved over a minimum of a three year period and is based on data from other schools in the Barnstaple area. The attainment of these targets, given the lack of current data, will be kept under annual review by the RCPA Local Governing Body.

Target	Timescale
To establish a baseline of how each pupil travels to school – hands up survey	End of September 2020
To increase the number of walkers who walk to school within ½ mile radius to 10% above the baseline i.e. opening date of the school	September 2022
To increase the number of cyclists/scooters who ride to school to 10% above the baseline i.e. opening date of the school	September 2022
To decrease the number of pupils travelling to school by car who live within a mile radius of the school by at least 10%	September 2022

See appendix 2: table 4 below for indicative targets

2.3 Travelling to our school – actions already taken or planned for in the design of the site and curriculum provision

Here is a summary of the proposed school travel plan for RCPA:-

- The provision of a school in itself will reduce needless car journeys as every family in Roundswell currently has to leave their community to attend a primary school and many have to journey in cars due to the distance. Figures at partnership schools including Landkey and Newport show that up to 15% of pupils who live in Roundswell attend these schools.
- The locality has a network of planned cycle and walkways in neighbouring housing developments which can be used by local people. These will be published and parents and children will be actively encouraged to utilise these.
- We will map out potential alternative and safe routes to school and will recommend these to parents with the aim of reducing congestion, whilst also encouraging alternative transport methods in order to reduce carbon emissions.
- The number of entrances to the primary school: 3 gates; main vehicular/pedestrian entrance to the front of the school and 2 smaller pedestrian entrance points to disperse people to allow ease of access to the reception classes and the nursery provision. These two entrances will encourage walking.
- Main vehicular access will be open (unless there are pupil safety concerns at special events) only permitting authorised vehicles to enter the school's site thus supporting a safe environment for families. The on site turning circle will support safe drop off.
- We will operate a staggered start in the mornings: breakfast club begins at 7.00am/7.30am and the school day begins at 8.35 a.m to 8.45am, giving a wide window of opportunity for parents to bring their children to school. Pupils are expected to arrive for a 8.45am start. Collection will be at 3.15pm with after school wrap around care pupils staying until 6pm. The start of these provisions will be subject to take up in the early days of the school.
- Nursery pupils and families will start at 8.45am and the afternoon session will finish at 3.45pm. Many nursery children will attend for either mornings and afternoons and so varied pick up and drop off times will disperse impact on the locality.
- The school is committed to a wide programme of extra curricular clubs (as for all the Tarka Learning Partnership schools) and so many pupils will leave between 4pm and 4.30pm – supporting a varied start and end of the day.
- The number of car parking spaces in the staff carpark is 38, which is considerably more than any other primary school in the partnership and indicative of how seriously the partnership takes responsibility for impact on the locality. Typically schools employ support staff from the locality and in

partnership schools many of these people walk or cycle with their children to school. 38 parking spaces will comfortably support the needs of staff who live further away from the site. Currently the highest average daily parking needs of Newport Community School Primary Academy is 31 cars with a school larger than RCPA.

- The RCPA will encourage school staff to car share through staff meetings and staff induction.
- We are not eligible for a paid crossing patrol but the Site Manager, Head Teacher or senior member of staff will normally be on duty at the front school gates and on the road outside of the school.
- Cycling and scooters will be promoted as a means to get to and from the school with secure covered cycle and scooter parking available from the start.
- As for other Tarka schools, the children will be expected to take part in cycle lessons, learning to ride safely with an external company providing instruction.
- There is no expected public bus service to the school, but there are regular buses which drop off in Roundswell.
- We will support Road Safety Education across all years as part of the PHSE curriculum and assemblies, encouraging journeys other than by car.
- Governors will keep up to date the travel plan on an annual basis to react to changing demographics and means to travel to school.
- The Academy will grow gradually over time as one year group of up to 60 places is released each academic year giving the local community and the school time to adjust to the travel arrangements of local families. In 2020 when the building is expected to be open there will be only approximately 12 pupils plus parents who elect their children to attend the school's nursery (approx 16)
- The school has planned for a safe coach parking zone within the perimeter of the school grounds to prevent street congestion.

2.4 What we will also do to support these aims: -

- Encourage parents through newsletters and parent meetings to car share/walk to school.
- Work alongside local residents, the Police, our newsletter and support from the local Parish and District Council to try to combat irresponsible parking.
- Organise walk/cycle to school events to encourage walking and cycling.
- Promote through assemblies knowledge of the local area and use of local cycle and walking routes.
- The school has an internationally minded curriculum and pupils will be taught about environmental issues including the impact of cars on global ecology.

2.5 Travel Action Plan 2020 to 2023

Measures	Initiative description	Lead person	Date
Policy and management	Research quality travel plans and in particular in schools which are not established and in new build housing developments	Andy Cotton, CEO	Autumn term 2018 New plan prior to opening in April 2020
	Establish an initial travel plan to support school planning application	Andy Cotton, CEO	By 28 th February 2019
	Establish a travel plan action group with a Governor, local parent(s), co-opted residents, pupils, local relevant agencies such as PCSO/Police in the area and Head Teacher (see appendix 1)	Director/Governors, School Travel Plan Champion	By 30 th October 2020 to plan for permanent building
	Develop a revised School Travel Plan (STP), revised targets and update the travel plan with changes and new initiatives as required	Travel Action Group (TAG)	By April 2020 and then annually
	Incorporate STP into school improvement plan and curriculum	Head Teacher and RCPA Curriculum lead Local Governing Body	By September 2020
	Provision for extra-curricular clubs and wrap around care to stagger school starts	Head Teacher/ Teachers/ Wrap around care provision	September 2021
Information	Produce a pupil Travel to School information leaflet covering safe walking routes, pedestrian crossing points, cycling and car sharing	TAG and School Council	By September 2020
	Publish above travel information on RCPA website and send to parents of new intakes	School Administrator	By April 2021

	Lead assemblies for children and parents on safe journeys to school	Head Teacher/Teacher	September 2020
	Monthly newsletters to parents to raise parking, traffic concerns when required	Head Teacher	From September 2020
Walking	Take part in Walk to School Week each May and October	Teacher	October 2020 May 2021
	Set up a walking bus for local families if take up sufficient	Head Teacher	September 2021
	Local walks in the area from school as part of curriculum provision	Teacher	October 2020
Cycling	Recruit staff member/parents to train as walking bus leaders	Head Teacher	Summer term 2021
	Begin 'how to ride a bike' lessons with local business cycle provider (as at Newport)	Local business	September 2020
	Provide bike cycling lessons in KS2 including road safety	Local business	September 2023
Curriculum	Promote the School Travel Plan, road safety, health and exercise	Curriculum Leader	Autumn term 2020
	Update curriculum plans to engage in topics related to safe travel, road crossing, global warming etc.	Curriculum Leader	Autumn 2020
Facilities	Provide secure covered cycle/scooter storage for pupils and staff	DfE preferred site contractor	September 2020
Monitoring	Update school information management system with mode of travel data	Head Teacher	October 2020 and then annually
	Hands up survey during Walk to School Week	Teachers	May and October 2020/2021


	Establish start of school and end of school routines with school personnel monitoring	Head Teacher	September 2020
	Local Governing Body to monitor successful implementation	Chair of Governors	Ongoing

Approved: -

Name: **Paula Stein**

Signed  (Chair of Directors: Tarka Learning Partnership)

Name: **Andy Cotton**

Signed  (CEO: Tarka Learning Partnership)



Appendix 1 Travel Action Group (TAG)

The Role of the School Travel Planning Working Group

Our school travel plan is a living document that will only be successful in achieving a shift from car usage to a more sustainable mode of travel if it is supported by an active school travel plan working group.

The TAG comprises of representatives from both the school and wider community. The working group will meet to: -

- oversee the implementation of the action plans
- ensure the collection of the monitoring criteria
- undertake the annual review of the travel plan and, following the review, to formulate new more challenging targets
- complete the full review of the school travel plan every three years
- recruit new members to the working group
- evaluate and respond to any new initiatives or projects in the field of travel planning that come from the Travel Planning Team or government bodies

School Travel Planning Working Group Meetings

The TAG will meet once a term. In addition to these regular meetings it may be necessary for the working group to convene to respond to any traffic and transport issues relating to travel planning that may be forthcoming at the school. The general focus for the working group meetings will be determined by the content of an up to date travel plan. This could either be the first edition of the school travel plan or the subsequent review of the travel plan. Both feature action plans as well as monitoring and review tables which have an assigned person from the working group responsible for the completion of the action and monitoring activity. The action plans and monitoring and review tables provide the working group with a guide as to what actions and tasks need to be planned and completed each term.

Reviewing the School Travel Plan

The review is an important next step in keeping travel plan documentation up to date. The review: -

- looks back at the achievements of the original school travel plan,
- at issues that have not been addressed
- identifies new issues that need addressing in the future. This ensures that the working group are fully focussed on delivering projects and initiatives that are appropriate for your school.

It may be necessary as a result of our working group meetings to seek advice or responses to actions from other partners such as the County Council or the Police.

Composition of the TAG

- Pupil Representatives – either from the School Council or school as a whole
- Parent Representatives
- Staff Representatives - either a member of the Senior Management Team or a Teacher with responsibility for Healthy Schools, Eco Schools etc.
- A representative from your Governing Body
- A Police Representative either the your local Police Community Support Officers (PCSO's) or Local Beat Officer
- A Walking Bus Organiser or Walking Initiative Lead
- A Local Resident
- Local Parish Councillors
- Local County Councillors

There must be at least one representative from the Senior Management Team or teaching staff present at the TAG meetings who has relevant responsibility or authority.

Appendix 2: Supporting information to the Travel Plan

Background to planning

1. Linden Homes Strategic Land submitted an outline planning application to North Devon Council (NDC) in April 2012 with respect to the proposed development of land to the West of Tews Lane in Barnstaple; namely a:

‘...residential development comprising 350 dwellings, a primary school and associated public open space and infrastructure at Land West of Tews Lane Barnstaple.’

2. This application (Ref: 53881) was supported by a Transport Assessment (TA) prepared by Peter Brett Associated (PBA) that considered the impact of developing a new one form entry primary school and 350 residential dwellings upon the local transport network. For completeness, a copy of the illustrative masterplan is provided at Appendix A.
3. Following a review of the PBA TA, NDC and the Local Highway Authority (Devon County Council) raised no objections to the outline planning application from a transport perspective. NDC subsequently granted consent to Linden Homes Strategic Land on 24th October 2014, subject to various conditions being discharged at the Reserved Matters stage.
4. NDC has subsequently approved various Reserved Matters Applications (RMA) with respect to the residential elements of the outline consent. This has resulted in a number of dwellings being constructed by Cavanna Homes, Linden Homes and Redrow Homes together with relevant supporting infrastructure. This includes Claypits Road, which currently forms the main spine road of the Linden Homes site.
5. As part of its Free School Programme, the Education Funding Agency (EFA) is now seeking to construct the proposed school that formed part of the outline consent. Vectos has therefore been instructed to provide highways and transportation advice in relation to a Reserved Matters Application (RMA) for the education facilities to be provided on the site. It should be noted that due to an identified need, the capacity of the school approved at the outline stage will be increased to a two-form entry school.
6. In accordance with national and local transport planning policies, the intended operator of the proposed school (i.e. the Tarka Learning Partnership) will operate a School Travel Plan to encourage staff, pupils and parents to reduce their dependency on the private car journey. As the travel patterns of staff and pupils are not yet known, specific measures to achieve this cannot be set and as such this Interim Travel Plan has been prepared with the intention of providing a ‘manual’ for the school Travel Plan Coordinator (TPC) who shall be

appointed pre-opening to oversee the implementation of the Final Travel Plan. These measures seek to encourage a long-term strategy for encouraging staff, pupils and parents to reduce their dependency on the private car journey.

Vectos February 2019

National Travel Planning Framework

1. National and local policy relevant to Travel Plans is contained within the following documents: -
 - National Planning Policy Framework – Revised February 2019;
 - National Planning Policy Guidance – March 2014;
 - North Devon and Torridge Local Plan 2011-2031 – October 2018;

National Planning Policy Framework

2. The National Planning Policy Framework (NPPF), revised in February 2019 core theme is the presumption in favour of sustainable development, requiring that social, environmental and economic matters to be considered.
3. The 2019 NPPF promoted incorporation of sustainable transport in development proposals (paragraph 102) and states that the planning system should actively manage the patterns of growth so that a choice of transport modes are offered (paragraph 103).
4. Paragraph 111 states that:

‘All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impact of the proposal can be assessed.’

5. A travel plan is described within the NPPF (paragraph 73) as:

‘A long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed’

National Planning Practice Guidance

6. March 2014 saw the Department for Communities and Local Government (DCLG) launch the National Planning Policy Guidance (NPPG) that supports the overarching aims of the NPPF. Highways and transportation matters are dealt with in section ID42 of the NPPG under the heading of ‘Travel plans, transport assessments and statements in decision taking’.
7. Paragraph 11 of ID42 recommends that Travel Plans submitted in support of a planning application should, where possible to do so, include:
 - Benchmark travel data including trip generation databases;

- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- Relevant information about existing travel habits in the surrounding area;
- Proposals to reduce the need for travel to and from the site via all modes of transport; and
- Provision of improved public transport services.

North Devon and Torridge Local Plan 2011-2031

8. Policy ST10 outlines the Transport Strategy for north Devon. Section 3 of this policy subsection c states that

‘requiring a Transport Assessment or a Transport Statement and a Travel Plan for development that generate significant traffic movements’

9. Furthermore paragraph 13.45 of the document states the following in relation to Highways:

‘Development proposals that would give rise to significant levels of vehicular movement and are likely to create or exacerbate a particular traffic problem or have an impact on the local highway network must be accompanied by a Transport Assessment and a Travel Plan. Other development proposals, where it is agreed that the resulting transport issues are limited, should be accompanied by a Transport Statement and a Travel Plan. Transport Assessments, Statements and Travel Plans should be appropriate to the scale and impact of the proposed development.’

Means of Achieving Objectives

10. A Travel Plan represents a long term strategy for reducing dependence on the private car travel. The aims of the strategy are as follows:
 - Increase the awareness of all school users to all the transport options available to them and the potential for travel by more sustainable modes of travel; and
 - Introduce a package of both ‘hard physical’ and ‘soft behavioural’ measures that will facilitate travel by other modes.

BaseLine conditions

Overview

1. So that the context of the site can be established, a detailed review of the surrounding area has been undertaken. This section provides a summary of this review and makes reference to the location of site and sets out an overview of the accessibility of the site by a variety of modes of transport.

Site Location

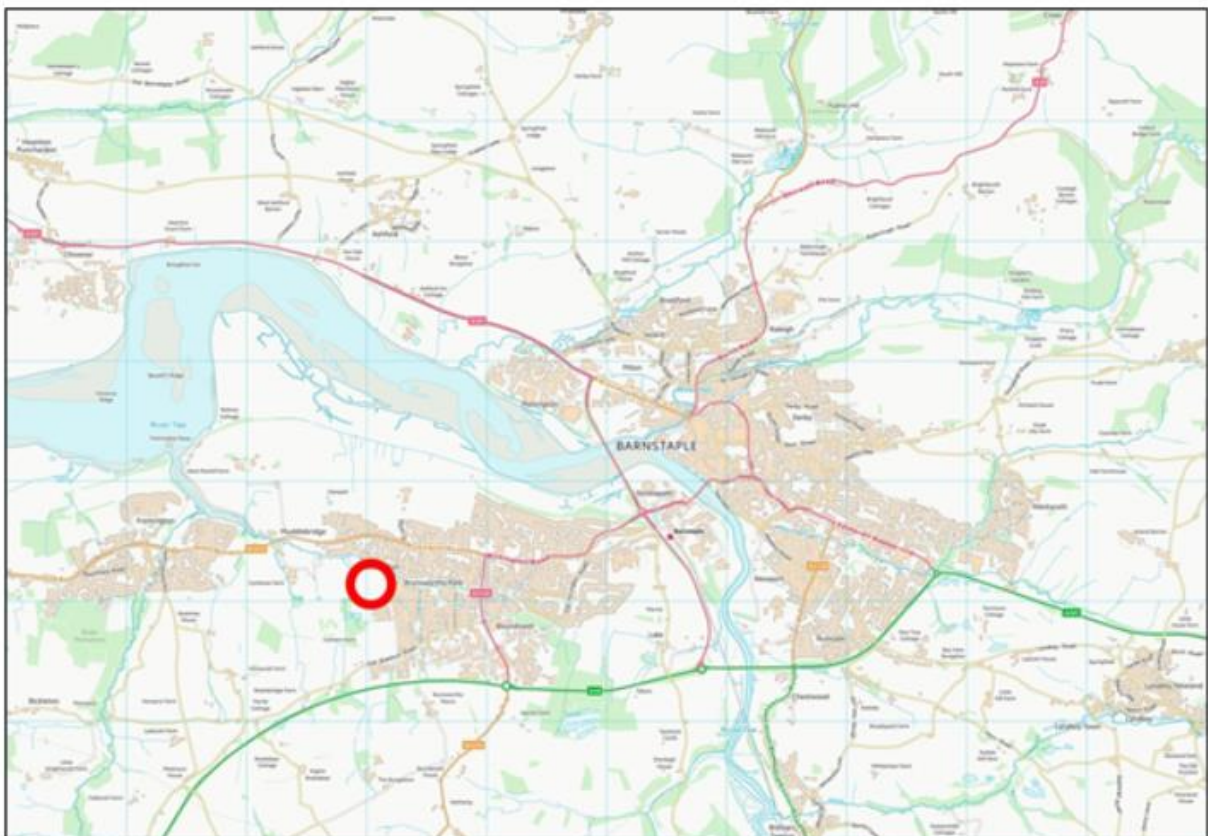
2. The site is located to the west of Tews Lane in Roundswell, Barnstaple. The surrounding area predominantly comprises residential uses, including the 350 dwellings that were subject of the same outline consent that established the principle of the proposed school.
3. NDC has approved various Reserved Matters Applications (RMA) with respect to the residential elements of the outline consent. This has resulted in a number of dwellings being constructed by Cavanna Homes, Linden Homes and Redrow Homes together with relevant supporting infrastructure. This includes Claypits Road, which currently forms the main spine road of the Linden Homes site.

Highway Network

4. The location of the site in relation to the local highway network is provided below.

Site Location Plan

Site Location Plan



Sustainable Transport Networks

1. It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
 - Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
 - The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
 - Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).
5. Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "*characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot*". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and TD91/05 of the Design Manual for Roads and Bridges (DMRB) contend that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles respectively.
6. Having regard to the above, it is considered that the site is accessible by the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

Accessibility by Foot and Cycle

7. The areas in and around Roundswell are well served by a network of pedestrian and cycle infrastructure. For example:
 - The roads of the existing built up area of Roundswell are subject to a 20 miles per hour speed limit and benefits from wide footways for pedestrians to use.
 - A shared pedestrian/cycle route is provided along the northern section of Tews Lane.

- National Cycle Network (NCN) 3 travels along the Northern edge of Roundswell offering a strategic connection to areas outside of Barnstaple.
8. As construction of the 350 residential dwellings that were granted outline consent in 2014 is underway, the above facilities are in the process of being supplemented by new infrastructure. This includes, the inclusion of:
- footways and pedestrian crossings adjacent to the roundabout that has been constructed at the former Old Biddeford Road/Tews Lane junction; and,
 - a new footway adjacent to the northbound carriageway of Tews Lane.
9. Whilst the latter does not currently extend passed the Queen Elizabeth II Playing Fields, it is understood that it is a requirement of the outline consent for this to be extended northward up to the vehicular access to the playing fields. Once this footway is place, effective pedestrian links will be provided across the masterplan area that was the subject of the outline consent. The same also applies to the existing pedestrian infrastructure that serves Roundswell.

Accessibility by Bus

10. The following table summarises the buses that currently operate within a short walk of the site.

Table 1.1 - Bus Service Details

Service	Mon – Friday Frequency	Saturday Frequency	Sunday Frequency
5B	2 hourly	2 hourly	-
19	30 mins	30 mins AM, Hourly PM	Hourly
21/21A	Hourly	Hourly	hourly

Accessibility by Rail

11. Barnstaple railway station is located approximately 2.4 kilometres to the east of the site. The station is served by 1 train per hour on weekdays. A plan of the Tarka Line route, which Barnstaple railway station is on, is provided below.

Tarka Line Route Plan



Summary of Baseline Conditions

12. The above review demonstrates that, in accordance with local and national planning policy, the site is situated in an accessible location with a range of sustainable transport choices in the vicinity of the site. This is as to be expected given that the principle of development was established in 2014 as part of NDC Application 53381.

Overview

1. This section outlines the development proposals for the primary school.

Development Details

2. The proposed school is a two-form entry primary school offering a capacity of 420 pupils, together with a nursery that provides capacity for a further 39fte children. It is considered that the school will be opened in September 2020 and fully occupied in 2027.
3. A total of up to **65** staff will be employed, which will be broken down as follows:
 - **22** – Full time teaching staff members (incl. a Headteacher);
 - **15** – Part time Teaching Assistants (school day hours);
 - **3** – Admin full time staff;
 - **11** – MTAs part time (2 hrs a day);
 - **1** - Full time caretaker;
 - **3** - part time kitchen staff;
 - **1** – Part time librarian;
 - **4** – Part time breakfast/after school club; and
 - **5** – Part time cleaners.
4. It is envisaged that the school will operate as follows:
 - School opening times: 06:30 – 18:00
 - Breakfast Club: 07:00 – 08:45
 - Pupil times: 08:45 to 16:30 (incl. extracurricular clubs)
 - After school club: 15:45-18:00
 - Nursery: 07:00-18:00

Transport Infrastructure

5. Vehicular access to the school will be achieved via a priority-controlled T-Junction on Claypits Road. This junction will connect Claypits Road with an internal parking/vehicle circulation area that is intended to cater for a range of functions. This includes:
 - staff and visitor parking (38 spaces);
 - secure cycle and scooter storage;

- a pick-up and drop-off point for vehicles and school transport services, which has capacity for 6 parked vehicles and a further 6 vehicle stacking capacity; and,
 - emergency/service vehicles.
6. The internal layout has been designed to enable the delivery and service vehicles that are likely to enter and exit the site on a regular basis to do so in a forward gear. In this regard, it is evident that the access strategy will not result in any adverse effect upon the safety levels of either the internal or external highways.
7. Pedestrian and cycle access will be provided at three locations. These will be located adjacent to the vehicular access on Claypits Road, with two further locations provided on the site's southern boundary. It is important to acknowledge that these accesses are well located to connect with existing and proposed pedestrian/cycle infrastructure. For example:
- the access on Claypits Road connects directly with the footways that will serve the Linden Homes scheme that is currently being constructed.
 - the access points on the southern boundary provide connections to a shared surface street that links with the shared footway/cycle path on Tews Lane and the established pedestrian/cycle network of Roundswell.
 - a footway and associated pedestrian crossing improvements that will be delivered by Linden Homes on Tews Lane adjacent to the Queen Elizabeth II Playing Fields
8. An extract of the site masterplan showing the access points to the school is provided below:



Travel Patterns and Targets

Overview

1. In order to set realistic targets, it is important to understand the potential travel patterns of staff and pupils. Given the school is not yet operational, an assessment of the nearby Sticklepath Community School has been utilised to generate indicative travel patterns for the proposed school.

Travel Patterns

2. In order to assess the trip generating potential of the site, reference has been made to Sticklepath school, a two-form entry school in the north of Roundswell. This assessment has considered the Teachers travel to work modal split (of which staff numbers are similar to those proposed at this two-form entry school) and the pupils modal split. These are summarised in Table 4.1.

Table 2: Sticklepath Community School Travel Behaviours (February 2019)

Mode	Proportion of Pupils (%)	Proportion of Staff (%)
Local Authority Taxi	2%	0%
Car	27%	51%
Car share	2%	0%
Bus	1%	0%
Walk	66%	45%
Cycle	2%	4%
TOTAL	100%	100%

3. When considering the above it is worthy to note that there are variances in the way that staff travel. For example, with the exception of three teachers, all teaching staff at the Sticklepath Community School travel by car whereas there is a bias towards walking amongst Teaching Assistants. This is as to be expected given that teachers will typically travel further than admin/support staff and will be required to transport books and learning resources to and from home. With this in mind Table 5.2 outlines the travel patterns across the various different employees.

Table 3: Sticklepath Community School Staff Travel Behaviour (February 2019)

Staff	Car	Car Share	Bus	Walk	Cycle	Total
Teaching	24	0	0	1	2	27
Admin	3	0	0	0	0	3
Caretaker	0	0	0	1	0	1
Cleaners	1	0	0	2	0	3
Kitchen Staff	2	0	0	3	0	5
MTA	3	0	0	12	0	15
TA	5	0	0	16	0	5
Nursery TA	3	0	0	1	1	5
TOTAL	41	0	0	36	3	80

4. Table 5.1 demonstrates that the majority of pupils arrive by sustainable travel with 72% of pupils arriving by public transport (including local authority minibuses), foot or cycle. Whilst it is accepted that the private car is the favoured method of travel to the site amongst staff (52%), this is lower than the average for this area as identified by the 2011 Census and thus indicates that there is already a strong basis upon which to build from.

Targets

5. The targets of the travel plan are as follows:
- Establish a baseline of how pupils travel to compare against those presented in Table 5.1 above;
 - To increase the number of walkers to the school, particularly those whose residency is within half a mile of the school;
 - Similarly, to increase the number of cyclists who travel to school; and

- To decrease the number of trips made by private car particularly for journeys within a mile residence (see below for details of targets)
6. At this stage, it is considered that once the school is fully occupied in 2027 the proportion of single occupancy car trips will have reduced by 10% when compared to the baseline position. Whilst Table 4 summarises the target mode splits in 2027, it is important to recognise that these will need to be monitored on an annual basis and are thus subject to change.

Table 4: Indicative Travel Targets

Mode	Proportion of Pupils (%)	Proportion of Staff (%)
Local Authority Taxi	2%	0%
Car	17%	51%
Car share	2%	5%
Bus	1%	2%
Walk	75%	47%
Cycle	2%	5%
TOTAL	100%	100%

7. The above targets will be refined once the baseline surveys have been undertaken. As is set out at Section 2.2 , these will be established within one month of first occupation (i.e. October 2020).

Table 6: Anticipated staff on site during a school day in 2027 when school is full

(based on figures on page 20; typical of Newport Community School Priamry Academy)

Staff	On or just after opening	Prior to school start	Mornings	Lunch	After school	Evening
Teaching	2	22	22	22	22	0
Teaching Assistants	0	15	15	15	5	0
Admin	0	3	3	3	3	0
Caretaker	1	1	0	0	1	1
Cleaners	0	0	0	0	5	0
Kitchen Staff	1	2	0	3	3	0
MTA	0	0	0	11	0	0
Librarian	0	1	1	0	1	0
Breakfast/After school club	3	3	0	0	3	0
TOTAL of staff during each part of day	7	47	41	54	43	1

This table reflects the differing numbers of staff on site at any time during the day