



COTSWOLD
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PLANNING

Ashchurch Primary School

Ashchurch Primary School, Ashchurch,
Tewkesbury

School Travel Plan

May 2021



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1 Introduction

- 1.1 Cotswold Transport Planning Ltd (CTP) have prepared a School Travel Plan (STP) in support of an expansion at Ashchurch Primary School (APS), Ashchurch, Tewkesbury, GL20 8LA.
- 1.2 CTP have undertaken a site visit in April 2021, during term time, to observe the operation of the school.

Background

- 1.3 Planning permission for the removal of existing temporary classroom blocks and the erection of a new modular building, to serve three new classrooms, was granted by Gloucestershire County Council (GCC) on 16th December 2019 (ref: 19/0013/TWREG3). Planning condition 5, attached to the Decision Notice, states:

‘Prior to occupation of the development hereby permitted a School Travel Plan shall be submitted to and agreed in writing by the County Planning Authority, setting out;

- i) objectives and targets for promoting sustainable travel,*
- ii) details of an annual monitoring and review process, and;*
- iii) an implementation timetable including the responsible body for each action.*

The approved Travel Plan shall be implemented in accordance with the details and timetable therein, and shall be continued thereafter.’

- 1.4 The Decision Notice, as issued by GCC, is provided at **Appendix A**.
- 1.5 This STP has been produced to satisfy the planning condition, as well as set out a baseline for promoting sustainable travel at the school.

Existing School Operation

- 1.6 The school is located off Ashchurch Road, Ashchurch, GL20 8LA. The school opens at 08:40 and closes at 15:15, with afterschool clubs operating until 16:15.
- 1.7 Since COVID-19 restrictions have been in place, APS have adopted staggered arrival / departure times. Parents / guardians are advised to arrive anywhere between 08:30 and 09:00.
- 1.8 The APS car park operates informally, but has capacity for approximately 14 cars. This car park is solely used by members of staff at APS, with parents / guardians utilising other parking options in the vicinity of the school.



- 1.9 The majority of parents / guardians were observed to utilise the Ashchurch Village Hall car park, this is an informal parking area with capacity for approximately 20 cars. Whilst observing the drop-off period (08:00 – 09:00), it was found that a maximum of 15 cars were parked within the car park at any given time; this is considered reflective of a typical day.
- 1.10 APS provides education to pupils aged 4 – 11, through Reception to Year 6, with a pupil administration number of 19 – 21 and a maximum capacity of 137. There are currently 137 pupils on-roll, with 19 in Years 2 – 6 and 21 in Reception and Year 1.
- 1.11 The provision of the additional classroom block will serve to ensure the pupil administration number (PAN) remains at 21, but with a small increase of ten additional pupils accommodated at the school over the next five years.
- 1.12 There are currently ten full-time equivalent and nine part-time equivalent members of staff employed at APS. The expansion will not result in an increase in staff numbers.
- 1.13 There is a pre-school located within the boundary of the school, however, this is private and operated separately from APS.

Scope of the School Travel Plan

- 1.14 The development of the STP makes good public health sense, since the underlying objective is to reduce car travel. The reduction of car travel harbours many benefits for health, including reduced air pollution, road traffic accident prevention and a potential increase in healthy activities such as walking and cycling. Improvements and increased awareness of sustainable modes can play a significant role in improving access opportunities.

Aims of the Travel Plan

- 1.15 The plan sets out how APS intends to reduce the travel impacts of pupils and staff. The STP should be seen as a 'live' document, to evolve over time and requires active monitoring and evaluation.
- 1.16 The aim of this STP is to minimise and reduce the impact of APS's travel on the local area and within the site. In doing so, a number of associated aims have been set:
- i) Promote and encourage the use of alternative modes of transport;
 - ii) Increase travel awareness of pupils, staff and parents / guardians;
 - iii) Maintain and increase the role of walking and cycling to the school; and
 - iv) Reduce car use (particularly single occupancy vehicles) for school travel.



2 Travel Plan Context and Management Structure

What is a Travel Plan?

- 2.1 A Travel Plan seeks to reduce car use, encourage alternative transport choices and reduce the need to travel. It sets aims and tangible targets so that 'real' change in transport behaviour can be achieved.
- 2.2 The ultimate aim of any Travel Plan should be to influence long-term changes in travel behaviour by providing the right package of measures that promote and value sustainable transport initiatives. It is crucial to the success of a Travel Plan that the measures are site specific and tailored to the needs of the existing and future users of the site.
- 2.3 A STP is a school specific strategy to reduce car use and promote sustainable travel as well as improve the safety and health of children. STPs are based on consultations with the whole school community and include an action plan for changing travel behaviour.
- 2.4 This STP aims to manage transport and travel to and from the site, by implementing a range of measures aimed at reducing the need for pupils, staff, visitors and parents / guardians to travel by car to access the site.

Key National Policy and Guidance

- 2.5 The main thrust of recent national and local policy guidance is to:
 - i) Make effective and efficient use of land;
 - ii) Reduce car dependency;
 - iii) Make walking and cycling trips easier; and
 - iv) Encourage public transport trips.

National Planning Policy Framework

- 2.6 The Government's planning policies and guidance on how these are expected to be applied is set out within the National Planning Policy Framework (NPPF), February 2019.
- 2.7 Paragraph 109 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'



2.8 Paragraph 110 states applications for development should:

- 'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles.'*

2.9 Paragraph 111 identifies that:

- 'All developments 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 impacts of the proposal can be assessed.'*

Gloucestershire's Local Transport Plan 2015 – 2041 (2020)

2.10 The Local Transport Plan (LTP) sets out the vision and objectives for transport. The vision encapsulates the importance of journey time reliability, travel choice and access as the economy grows. Four key objectives for the plan period have been set, which are as follows:

- i) Protect and enhance the natural and built environment;
- ii) Support sustainable economic growth;
- iii) Enable safe and affordable community connectivity; and
- iv) Improve community health and wellbeing and promote equality of opportunity.

2.11 The LTP recognises that the integration of travel modes providing travel choices is essential to reduce transport carbon emission and to manage congestion in urban areas. The resulting mode shift towards public and active travel options, combined with cleaner vehicle technology will allow Gloucestershire to achieve its CO2 reduction targets and conserve the environment.



School Travel Plan Co-ordinator

- 2.12 Experience has shown that the most successful STPs have a dedicated School Travel Plan Co-ordinator (STPC) who is the main driving force for the STP on a day-to day basis. The STPC is vital as they provide the focus to promote, implement and monitor the STP.
- 2.13 The role of the STPC is to co-ordinate the planning, surveying and promotion of the STP. In summary, the duties of the STPC are to:
- i) Promote and encourage the use of alternative modes of transport;
 - ii) Provide information and updates to staff, parents / guardians and pupils;
 - iii) Implement any relevant measures identified in this STP;
 - iv) Arrange annual travel surveys; and
 - v) Liaise with GCC, parents / guardians and other relevant parties.
- 2.14 Details of the STP are provided below:

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Travel Plan Steering Group

- 2.15 To ensure a fully integrated STP, the STPC will be required to feed into a Travel Plan Steering Group (TPSG).
- 2.16 For a long-lasting STP legacy, it is crucial that there is the right management structure in place to continually support and drive the STP forward. Therefore, a TPSG will be established so that STP implementation and monitoring continues to be well managed.
- 2.17 It is proposed that the TPSG will consist of the following:
- i) A member of management from APS;
 - ii) The STPC;
 - iii) Pupil representative(s);
 - iv) Parent / guardian representative(s); and
 - v) A representative of the Thinktravel team.
- 2.18 The range of stakeholders ensures that input is wide ranging, providing a sense of ownership for the STP. Staff, pupils and parents / guardians have first-hand knowledge of issues experienced when travelling to the site and can therefore offer realistic approaches to improving access by sustainable modes.



3 Site Composition and Accessibility

Site Location and Composition

- 3.1 The site is located within Ashchurch, which is located to the east of the main built up area of Tewkesbury. APS is bound to the north by Ashchurch Road, to the east by residential dwellings, to the west by Ashchurch Village Hall and to the south by undeveloped land.
- 3.2 The application site, its context and its relationship with immediate adjoining areas is illustrated indicatively at **Figure 3.1**, with the full site location plan provided at **Appendix B**.

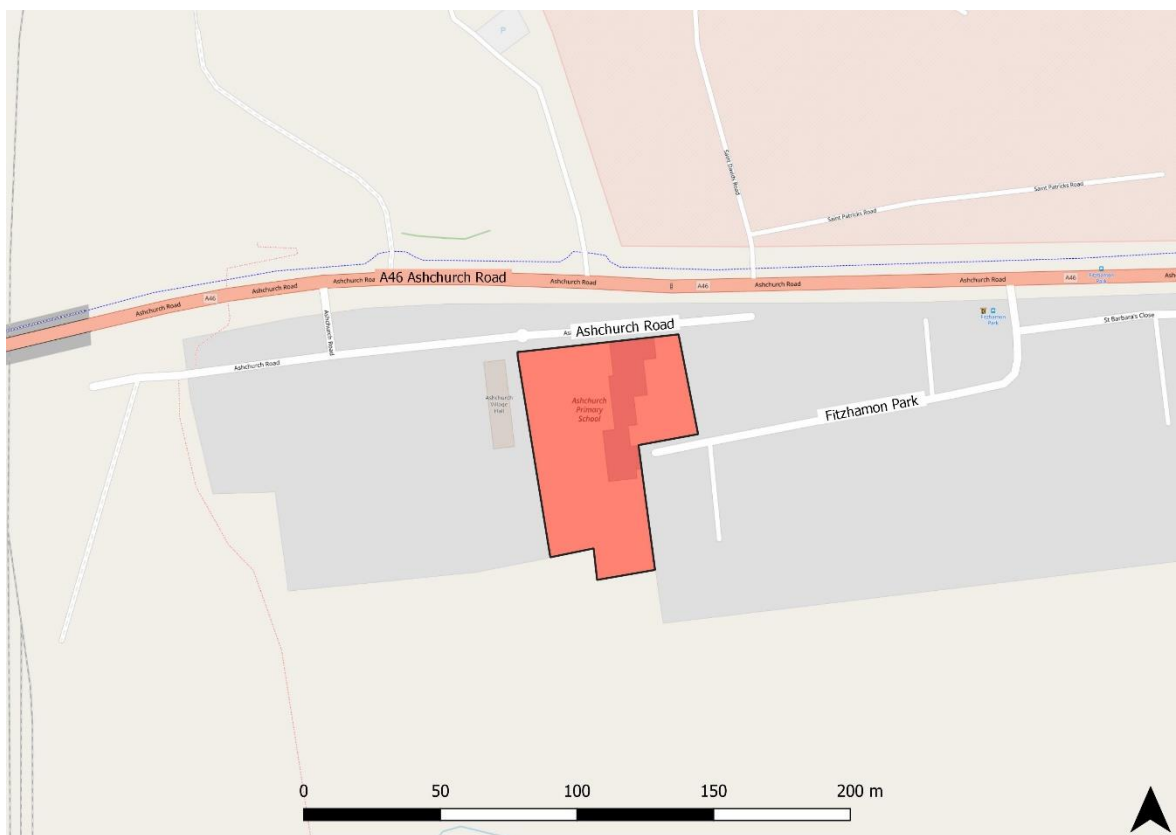


Figure 3.1: Indicative Site Location Plan

Car and Cycle Parking Provision

- 3.3 The school's car park comprises a total of 14 informal car parking spaces. Parents / guardians are not permitted to drop-off / pick-up pupils within the car park as it is reserved for use by APS staff members.
- 3.4 The Village Hall to the west of the school provides an informal parking area with capacity of approximately 20 cars. This area is used by parents to drop-off their children, who then access the school via a pedestrian access to the south of the car park, which is monitored by members of staff.



- 3.5 The school currently provides temporary cycle parking, with six spaces available. Six permanent cycle parking will be provided adjacent to the new classroom block following occupation.

Access Arrangements

- 3.6 Vehicular access to the APS car park is achievable via Fitzhamon Park, to the south-east of the school. The access to the car park is demonstrated in **Figure 3.2**.



Figure 3.2: APS Car Park Access

- 3.7 Pedestrian access to the school reception is provided via the access demonstrated in **Figure 3.2**. There is an additional pedestrian only access located at the school boundary on the southern Fitzhamon Park footway.
- 3.8 Access to the Village Hall car park is achievable via a mini-roundabout junction on Ashchurch Road. These arrangements are illustrated in **Figure 3.3**.



Figure 3.3: Village Hall Car Park Access

- 3.9 The car park access is only suitable for one-way vehicle working, however, suitable forward visibility and the 'tidal' nature of arrivals / departures, combined with observations made during the site visit, indicate that access and egress at the site occurs safely.
- 3.10 For parents / guardians dropping-off / picking-up pupils from the Village Hall car park, there is a pedestrian access to the south.
- 3.11 The main school access is located at the northern boundary of the school on Ashchurch Road; however, it is currently closed due to the construction works. Once construction works are completed, the pedestrian access on Ashchurch Road will re-open.

Local Highway Network

Ashchurch Road

- 3.12 Ashchurch Road is located to the north of the school, forming a priority junction with the A46 to the north-west. Ashchurch Road serves as an access road for the school and neighbouring residential dwellings.



- 3.13 There is an illuminated footway present along the southern side of the carriageway, with pedestrian links to the A46 to the north.

Fitzhamon Park

- 3.14 Fitzhamon Park provides access to the school car park and other residential dwellings, forming a priority junction with the A46 to the north-east of the school.
- 3.15 There is an illuminated footway along the northern side of the carriageway from the junction with the A46 to the school car park.

Walking and Cycling

- 3.16 The Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000) identifies the following walking distances when planning for journeys to Schools:
- i) Desirable (500m);
 - ii) Acceptable (1km); and
 - iii) Preferred Maximum (2km).
- 3.17 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within a ten-minute walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.18 This is supported by statistics published by the Department for Transport (DfT) National Travel Survey 2019, which confirmed that 80% of all trips less than a mile (1.6km) were carried out on foot.
- 3.19 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2:
- 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'*
- 3.20 Whilst this is considered an appropriate distance for personal or commuting journeys, it is considered that when a primary school pupil cycles to school, they are typically accompanied by a parent or guardian on foot. With this in mind, acceptable cycle distance for pupils is considered to be the same as walking, up to 2km.



Existing Infrastructure

- 3.21 As stated, there are illuminated footways available on the roads immediately surrounding the school. Within the vicinity of APS, there is a toucan crossing providing access across the A46, there are also two other crossing points comprising dropped kerbs, tactile paving and pedestrian refuge islands on the A46 within the vicinity of the school.
- 3.22 Public Footpath 23 is located to the west of the school, providing access from the western extend of Ashchurch Road to the south.
- 3.23 There are no dedicated cycle routes within the vicinity of the school, however it is likely pupils will utilise the footway with the supervision of a parent / guardian.

Public Transport

- 3.24 The nearest bus stops located within the vicinity of the school are the 'Railway Station Turn' bus stops on Northway Lane, approximately 550m from the school. These stops are served by the number 42 bus route.
- 3.25 The number 42 service routes between Cheltenham and Ashchurch, with services operating five times per day, Monday to Friday. Services arrive from Cheltenham at 07:19 and 07:49, with services departing for Cheltenham at 17:40, 18:15 and 19:48. It is therefore concluded that the level of service is suitable for use by staff members commuting to APS.
- 3.26 The full bus stop timetables are provided at **Appendix C**.
- 3.27 Based on the surveys provided in **Section 5**, uptake in public bus travel is low. Notwithstanding this, there is scope to promote public transport use to some pupils and staff who typically live further from the school.

Summary

- 3.28 It is concluded that APS has access to adequate sustainable infrastructure, including illuminated footways, crossing points and existing public transport links, and that, as a result, sustainable travel can be realistically promoted at the school.



4 Objectives of the Travel Plan

Introduction

- 4.1 It is important that this STP has a focus and direction in what it is trying to achieve. This will be accomplished through the identification of STP objectives, which are realistic and site specific.
- 4.2 The overall aim of any Travel Plan is to improve accessibility to / from the site, increase uptake in sustainable modes of transport and reduce car use to the site, where possible.

Objectives

- 4.3 The specific objectives of this STP, with reference to the size and location of APS, are:
- i) To encourage less reliance on the car, wherever practicable, particularly for drive alone journeys for staff and visitors, and parents / guardians bringing their children to school by car. The measures contained in **Section 6** not only encourage and facilitate walking and cycling, but also better use of the car through initiatives such as car sharing;
 - ii) To improve the health of all users of the site. Current NHS advice for living a healthier lifestyle is to engage in moderate exercise (that raises your breathing and heart rate) for 30 minutes every weekday;
 - iii) Mitigate the potential for dangerous / obstructive parking to arise in future; and
 - iv) To carefully monitor and manage the STP. It is imperative to the success of the STP that there are the right mechanisms in place to monitor and manage it so that it is effective year on year. **Section 7** sets out a monitoring and review strategy.



5 Travel Surveys and Targets

Travel Survey Methodology

- 5.1 Sustainable transport measures implemented as part of the STP must be viable in order for it to succeed. Surveys of travel behaviour are vital in understanding the travel patterns amongst users of the site.
- 5.2 To inform this STP, travel surveys were conducted to ascertain the mode share of existing staff and pupil trips to APS. An online survey was sent out to all parents / guardians and staff at the school, in addition, hands up surveys were undertaken during lesson time with pupils. The purpose of these surveys was to ascertain travel habits relating to travel to / from the school.
- 5.3 Surveys were undertaken in April 2021. The results of the online surveys can be found at **Appendix D**.

Modal Split Results

Pupil Modal Split

- 5.4 To provide a pupil modal split, and ensure a high percentage of pupils were counted, hands up surveys were sent to teachers to undertake during class.
- 5.5 **Table 5.1** demonstrates a summary of the results of the pupil travel surveys. 135 pupils responded to the survey, equating to a 98.5% response rate.

Mode	Numerical Split	Percentage Split
Car	96	71.11%
Walk	33	24.44%
Cycle / Scooter	5	3.70%
Bus	1	0.74%
Total	135	99.99%*

Table 5.1: Results from Pupil Travel Surveys

**Subject to rounding*

- 5.6 The pupil surveys indicate that 28.88% of pupils opt to travel by sustainable modes (walking, cycling or scootering), whilst approximately 71.11% are driven to school.
- 5.7 Whilst the hands up survey demonstrated a large number of arrivals and departures by car, it is noted from the parent / guardian survey that approximately a 14% of pupils arriving by car would do so by car sharing, outside of COVID-19 restrictions.



- 5.8 The parent / guardian survey indicates that the majority of pupils reside within one mile of the school, which is considered to be within walking and cycling distance. The full breakdown of pupil distances is demonstrated in **Table 5.2**.

Distance from APS	Percentage Split
Less than ½ a mile	24.05%
½ to 1 mile	36.71%
1 to 2 miles	24.05%
2 to 3 miles	6.33%
3 to 5 miles	3.80%
Over 5 miles	5.06%
Total	100%

Table 5.2: Pupil Travel Distances to APS

Staff Results

- 5.9 **Table 5.3** demonstrates a summary of the results of the staff travel surveys. In total, 18 members of staff responded, equating to a 94.7% response rate.

Mode	Numerical Split	Percentage Split
Car, single occupancy	16	88.89%
Car share	2	11.11%
Total	18	100%

Table 5.3: Results from Staff Travel Surveys

- 5.10 The staff survey indicated that all staff travel to the school by car, however, there is some element of car sharing in operation, outside of COVID-19 restrictions.
- 5.11 The staff survey indicates that the majority of staff reside over five miles from the school, which provides a reason for the modal split relating to car trips to APS. The full breakdown of staff distances is demonstrated in **Table 5.4**.



Distance from APS	Percentage Split
Less than ½ a mile	0.00%
½ to 1 mile	11.11%
1 to 2 miles	11.11%
2 to 3 miles	16.67%
3 to 5 miles	5.56%
5 to 10 miles	16.67%
Over 10 miles	38.89%
Total	100.01%*

Table 5.4: Staff Travel Distances to APS

**Subject to rounding*

Future Surveys

- 5.12 Follow-up surveys are to be carried out annually within the month of April, to ensure consistency with the previous year. As a 'living document', measures within the STP can be adjusted / enhanced year-on-year in response to the travel survey results.

Modal Shift Target

- 5.13 Modal shift targets provide a focus for what the Travel Plan is trying to achieve and to enable the measurement of success in reducing car use to and from the site. **Section 6** therefore proposes range of measures to reduce reliance on the car and encourage users of APS to consider more sustainable modes of transport when travelling to and from the site.
- 5.14 The projected modal split targets for staff and pupils are provided in this section. These initial modal shift targets are 'SMART' (Specified, Measurable, Achievable, Realistic and Timebound). The aim is for a 20% reduction in single occupancy car journeys to / from the site five years after occupation of the school expansion, which is targeting for the school year commencing September 2021.
- 5.15 This Travel Plan should be considered as a flexible, rolling programme that can accommodate the changing circumstances of the site for when changes occur at APS. The Travel Plan will be assessed annually and therefore any significant differences to what is currently projected will be accounted for in future school travel surveys.



Pupil Modal Shift Targets

- 5.16 Modal split targets have been calculated, based on a 20% reduction in single occupancy car use and are provided in **Table 5.5**. The post-development pupil number of 147 has been utilised in this assessment.

Mode	Numerical Split	Percentage Split
Car	84	56.90%
Walk	54	36.47%
Cycle / Scooter	8	5.52%
Bus	2	1.10%
Total	148*	99.99%*

Table 5.5: Pupil Modal Shift Targets – Year Commencing September 2026

**Subject to rounding*

Staff Modal Shift Targets

- 5.17 **Table 5.6** sets out the modal shift targets, based on a 20% reduction in single occupancy car trips for staff. Targets for the increase in sustainable travel modes are typically set to reflect an increase proportionate to their existing uptake, however, as no staff trips by walking, cycling or public transport were recorded, targets have also been set for these modes.

Mode	Numerical Split	Percentage Split
Car	14	71.11%
Car share	2	11.11%
Walk or Cycle or Public Transport	3	17.78%
Total	19	100%

Table 5.6: Staff Modal Shift Targets - Year Commencing September 2026

Qualitative Survey Results

- 5.18 Within the surveys sent out to parents / guardians and staff, qualitative data was collected, asking site users about their attitudes towards travel to and from APS. The collecting of this data allows for site-specific measures to be set in **Section 6**.



Parent / Guardian Results

- 5.19 Parents / guardians were asked 'if you do not currently take your child (children) to school by walking or cycling, what prevents you from doing so?'. The results are demonstrated in **Table 5.7**. Responders were asked to select all that apply.

Response	Results
School run as part of an on-going journey	34
Dangerous roads	14
More convenient to travel by car	13
Too far	12
The weather	8
Lack of safe crossing points	5
Parking obstructing pavements	2
Too much to carry	1
Personal safety	1

Table 5.6: Parent / Guardian Reasons for not Travelling by Walking or Cycling

- 5.20 The most common reason for not traveling by walking or cycling was due to an on-going journey, either for work purposes, or dropping another child at a different school / nursery. The second most popular reason for travel by car was cited as fear over dangerous roads.

Staff Results

- 5.21 Staff were asked the same question on reasons for travelling by means other than walking / cycling. The responses are provided in **Table 5.7**. As with parents / guardians, staff were asked to select all options that applied to them.

Response	Results
Too far	10
Too much to carry	8
More convenient to travel by car	7
Dangerous roads	1
Personal safety	1
Pick up children after work	1

Table 5.7: Staff Reasons for not Travelling by Walking or Cycling



- 5.22 Generally, it was discovered that staff generally found it easier to travel by car, either due to distance, or the need to bring larger items to work.
- 5.23 Whilst a large percentage of staff chose to drive to APS, it was also found that over 60% of staff would be willing to car share, outside of current COVID-19 restrictions.



6 Travel Plan Action Plan

Introduction

- 6.1 Key to the success of the STP is the identification of viable transport alternatives and these are identified through a Travel Plan Action Plan. This is the package of measures derived from the information obtained from travel surveys that contains actions for the community it has been produced for to encourage a modal shift away from single occupancy car use, set out measures to promote pupil safety and increase accessibility to and from the site.
- 6.2 The implementation of the STP and the measures contained within it will be flexible, this will allow alterations and new measures to be introduced as and when required.

Action Plan

- 6.3 The key drivers of the following Action Plan are to ensure the safety of the pupils and to increase accessibility by all sustainable travel modes.
- 6.4 The Action Plan is broken down into three strategy sections, which are walking and cycling / scooter, road safety / car users, and travel plan support.
- 6.5 The Action Plan includes measures that are aimed specifically at pupil travel, as well as measures that are equally applicable to parents / guardians, staff and visitors.



Walking and Cycling / Scooter Strategy

	Action	Type of Measure	For				Responsibility/ Timescale for Implementation
			Pupils	Staff	Parents / Guardians	Visitors	
WC1	Promotion of Walking Events Participate in National and Local 'Walk to School' initiatives to encourage walking to the School.	Promotional	✓	✓	✓		STPC / Ongoing
WC2	Promotional Material Liaise with GCC to obtain promotional materials for walking and cycling. Material can be obtained via GCC's Thinktravel online service.	Promotional	✓	✓	✓	✓	STPC / Ongoing
WC3	Safer Routes Pedestrian Map Produce a map showing safer routes to School to encourage pupils and staff to walk (or cycle) to School.	Promotional	✓	✓	✓	✓	STPC / January 2022
WC4	Cycle Training Bike ability training to be investigated for Years 5 and 6. Bike maintenance training could also be in addition to this.	Educational	✓				STPC / September 2021 and ongoing
WC5	Cycle Initiatives Participate in National and Local 'Cycle to School' initiatives, cycle to work / School days.	Promotional	✓	✓	✓		STPC / Ongoing
WC6	Cycle to Work Investigate implementing a 'Bike to Work' scheme for staff members to benefit from.	Promotional		✓			STPC / March 2022



WC7	E-Bike Demonstration Event Investigate the provision of an e-bike demonstration event to encourage sustainable modes of transport	Promotional		✓			STPC / March 2022
WC8	Staff Showers and lockers Available for staff if they walk / run / cycle to site	Infrastructure		✓			APS / Ongoing
WC9	Investigate Walking Bus Investigate Walking Bus from known points in the area	Educational	✓		✓		STPC / September 2021
WC10	Monitor Cycle / Scooter Provision This will be reviewed annually and if demand dictates cycle / scooter parking provision will be increased accordingly	Infrastructure	✓	✓	✓	✓	STPC/Ongoing



Road Safety / Car Users Strategy

	Action	Type of Measure	For				Responsibility/ Timescale for Implementation
			Pupils	Staff	Parents / Guardians	Visitors	
RSC1	Road Safety Awareness The perception of dangerous roads is cited as one of the main deterrents to walking and cycling to School. Police Community Support Officers will be invited to the School to work with the pupils to undertake practical road safety training.	Educational	✓	✓			STPC / September 2021
RSC2	Staggered Arrivals / Departures APS will assess the benefits of staggered arrivals / departures (currently used due to COVID restrictions) following the end of COVID restrictions. This has assisted in easing parking congestion and mitigate the impact of the school on the adjacent highway network.	Enforcement			✓		APS / Ongoing
RSC3	GCC Road Safety Scheme To actively engage in GCCs Road Safety Programme with resources such as road safety lesson plans to loan to teach road safety. See roadsafety-gloucestershire.org.uk .	Educational	✓				STPC / September 2021
RSC4	Promote Car Sharing Promote car sharing amongst pupils, parents / guardians and staff to reduce single occupancy car trips to APS. The aim is to encourage staff and parents / guardians to car share, reducing vehicle trips associated with the school. In addition, investigate setting up a School car share database.	Educational	✓	✓	✓		STPC / Ongoing
RSC5	Guaranteed Emergency Lift Home In the event of a failure of a lift home for a car sharing member of staff, due to illness or an emergency, a guaranteed lift will be provided.	Management		✓			STPC / September 2021



RSC6	Communication to Parents on Dangerous / Obstructive Parking There will be mechanisms in place to communicate to parents and if necessary, warn them of their behaviour	Educational			✓		STPC / September 2021
RSC7	Electric Vehicle Charging Points Investigate provision for electric vehicles	Parking		✓			APS / September 2023



Travel Plan Support Measures

	Action	Type of Measure	For				Responsibility/ Timescale for Implementation
			Pupils	Staff	Parents / Guardians	Visitors	
TP1	School Travel Plan Co-ordinator Appoint a STPC on approval of this STP to oversee the implementation of measures and general management of the Travel Plan process.	Management	✓	✓	✓	✓	APS / Appointed
TP2	Staff Travel Plan Briefing Provide staff with a Travel Plan briefing, giving an overview of the purpose and objectives of the STP.	Educational		✓			STPC / Ongoing
TP3	Sustainable Travel Packs Issue sustainable travel packs to staff and pupils to make them aware of sustainable travel options. This will include information on the benefits of sustainable travel, useful walking and cycling information / maps, bus information, cycling and car sharing, link to the Travelwise website and other site specific information. This pack should be made available to download online via the APS website.	Educational	✓	✓	✓	✓	STPC / April 2022
TP4	Teaching Plans Incorporate sustainable transport and road safety into teaching plans. This will encourage pupils to be aware of traffic dangers and transport choices.	Educational	✓				APS / September 2021
TP5	Travel Plan Performance Updates Issue Travel Plan Performance Updates through School newsletters to pupils / parents, the School website and School assemblies. Constant communication with users of the school regarding sustainable travel targets helps promote their use.	Educational	✓	✓	✓	✓	STPC / April 2022 and annually thereafter



TP6	Develop Travel Charter The Travel Charter School policy document will set out APS's commitment and guidelines to safe and sustainable travel for parents to 'sign up to'. It includes guidelines on parking, safer routes for walking and cycling, public transport and car sharing. The Travel Charter is to be distributed as part of pupils and staff induction and training upon starting at the School.	Educational	✓	✓	✓	✓	STPC / September 2021
TP7	Modeshift Stars Modeshift STARS has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel. Modeshift STARS is free and accessible to all schools at modeshiftstars.org.uk and thinktravel@glocestershire.gov.uk	Educational	✓				STPC / September 2021
TP8	Promotional Material Liaise with GCC to obtain promotional materials for public transport, including maps and timetables	Promotional	✓	✓	✓	✓	STPC / September 2021
TP9	Promote Public Transport Benefits Promote the benefits of utilising the existing public transport system to pupils and parents	Promotional	✓		✓		STPC / September 2021
TP10	Visitors Information Provide visitors with information on sustainable travel to APS. This information is also to be available on the APS website	Educational				✓	STPC / January 2022
TP11	Develop Staff and Parent Access and Parking Policy This will set out the "do's and don'ts" for access to the APS car park. This can form part of the Travel Charter.	Educational	✓	✓	✓		STPC / September 2021
TP12	Whole School Assemblies to Promote Travel Plan and Raise Awareness of Travel By Sustainable Modes	Educational	✓				STPC / September 2021



TP13	<p>Register on Healthy Schools Rating Scheme</p> <p>Schools will be able to determine how well they are promoting healthy eating and physical activity by completing a self-assessment and receiving a rating based on their answers. They will receive an award for their performance, and information on how they might improve their healthy living policies.</p> <p>Schools can use the award to show parents how they have performed. See www.gov.uk for more information.</p>	Educational	✓				STPC / September 2021
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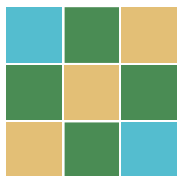
7 Monitoring and Review

Monitoring Strategy

- 7.1 The ongoing monitoring and review of the STP is a vital component in assessing progress and for highlighting any changes that may be required to meet the targets set. As a 'living manual' the STP can adapt to changes in travel behaviour highlighted in the annual travel survey.
- 7.2 Follow-up travel surveys of staff and pupils should be undertaken annually for five years after the baseline survey (undertaken in April 2021) and compared against the targets set out in this document to determine the STP's progress. Additionally, each year the STP will be reviewed to assess how well it is performing and APS should liaise with GCC to determine if any adjustments need to be made to the STP.
- 7.3 It is proposed that the measures within this STP be continually used following the five-year monitoring period, as a continued commitment to sustainable travel.
- 7.4 **Table 7.1** sets out an implementation plan for the STP.

Task	Details	Proposed Timescale for Implementation
Appointment of STPC	Responsible for promoting and marketing the STP and implementing measures	STPC appointed
Travel Plan Action Plan	Implement all measures as set out in the Travel Plan Action Plan at Section 6 . The Travel Plan Coordinator will be provided with the necessary funding to implement the measures	As per the timescales set out in the Travel Plan Action Plan at Section 6
Surveys and Monitoring	Annual travel surveys will be undertaken to determine the travel patterns of pupils and staff at the site, which will influence any amendments or refinements to be made to the STP	One year following implementation of the STP until the fifth year. Monitoring report will be issued to GCC within 8 weeks of survey

Table 7.1: Implementation Plan



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Appendix A

Decision Notice -
19/0013/TWREG3



The Town and Country Planning General Regulations 1992

Development by the Gloucestershire County Council

Take Notice that pursuant to Regulation 3 of the above-mentioned Regulations on 16th December 2019 the Commissioning Director: Communities & Infrastructure using delegated powers decided that planning permission be GRANTED for the under-mentioned development:-

Planning Reference No.: 19/0013/TWREG3 **Date Application Valid:** 7th March 2019

District Authority: Tewkesbury Borough Council **District Reference No.:** 19/00325/CM

Site: Ashchurch Primary School Ashchurch Road Tewkesbury Gloucestershire

Proposal: Erection of a new modular building, to serve 3 new classrooms.

Applicant: Property Strategy Lead, Gloucestershire County Council Shire Hall, Gloucester GL1 2TG

Conditions:-

1. **Commencement**

The development hereby approved shall commence not later than 3 years beginning with the date of this permission.

Reason: To comply with section 91 of the 1990 Town and Country Planning Act, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Simon Excell
Lead Commissioner:
Strategic Infrastructure
Duly authorised in that behalf

Permission Date: 16th December 2019

2. **Scope of the Development**

The development hereby permitted shall be carried out in strict accordance with the application as submitted together with approved plans:

Drawing no. 6065-P-001 Rev B dated February 2019
 Drawing no. 6065-P-100 Rev A dated February 2019
 Drawing no. 6065-P-110 Rev A dated February 2019
 Drawing no. 6065-P-200 Rev A dated February 2019
 Drawing no. 6065-P-700 Rev D dated February 2019 (received by the CPA on 29.11.19)
 Drawing no. ASHPS-HYD-XX-ZZ-DR-C-7001 Rev P05 dated 10.10.19

Application Form received by the County Planning Authority on 27.02.19
 Design and Access Statement dated February 2019
 Supporting Statement dated October 2018
 'Considerations to make when ensuring that the new classrooms are joined to the main school' received by the County Planning Authority on 20th June 2019
 Heritage Impact Assessment by Cotswold Archaeology dated June 2019
 Transport Technical Note by Cotswold Transport Planning dated June 2019
 Arboricultural Impact Assessment dated 13/08/2019
 Technical Design Note by Hydrock dated 20/02/19
 ICP SUDS Mean Annual Flood by Hydrock dated 17/09/19
 Ashchurch Primary School Storm Drainage Weirs document by Hydrock dated 10/10/19

Reason: To enable the County Planning Authority to deal promptly with any development not in accordance with the approved plans.

3. No construction at the site shall take place except between the hours of 07.30am and 6:00pm Mondays to Fridays and 07.30am to 1:00pm on Saturdays and not at all on Sundays, Bank Holidays or public holidays.

Reason: In the interests of neighbouring amenity and in accordance with policy GNL15 of the Tewkesbury Borough Local Plan.

4. **Materials**

Prior to the installation of the building, samples and details of the timber cladding (including colour/ treatment finish of the timber), roofs, doors and windows of the proposed building shall be submitted to and approved in writing by the County Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: To ensure the sustainable management of resources and ensure the use of appropriate materials in the interest of visual amenity and in accordance with policy GNL15 of the Tewkesbury Borough Local Plan.

5. Highways

Prior to occupation of the development hereby permitted a School Travel Plan shall be submitted to and agreed in writing by the County Planning Authority, setting out;

- i. objectives and targets for promoting sustainable travel,
- ii. details of an annual monitoring and review process, and;
- iii. an implementation timetable including the responsible body for each action.

The approved Travel Plan shall be implemented in accordance with the details and timetable therein, and shall be continued thereafter.

Reason: The development will generate a significant amount of movement and to ensure that the appropriate opportunities to promote sustainable transport modes are taken up in accordance with paragraphs 108 and 111 of the National Planning Policy Framework.

6. Throughout the construction period of the development hereby permitted, provision shall be made within the site (that is sufficient to accommodate the likely demand generated) for the following:

- i. parking of vehicles of site operatives and visitors;
- ii. loading and unloading of plant and materials;
- iii. storage of plant and materials used in constructing the development;
- iv. provide for wheel washing facilities

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods in accordance with paragraph 110 of the National Planning Policy Framework.

7. Landscape

All works should be carried out in accordance with British Standard 'BS 5837:2012 Trees in relation to design, demolition and construction'.

Reason: To prevent loss of amenity and biodiversity value of trees or shrubs to be retained and in accordance with Policy NCN5 of the Tewkesbury Borough Local Plan plus National Planning Policy Framework paragraphs 8, 170 and 175.

8. All tree protection, planting and arboricultural works shall be in accordance with the submitted Arboricultural Report of 13/08/19. Tree Protection must be installed to the approval of the arboriculturist prior to the commencement of any other works on site. Work within the Root Protection Area (RPA) of Tree 02 shall be in accordance with the recommendations of the Arboricultural Report and shall ensure 'no-dig' best practice is followed. The RPAs of trees within the building construction area shall be protected from construction damage as set out in the report. No tree protection is to be removed or moved without the express approval of the arboriculturist.

Reason: To ensure the protection and maintenance of the existing trees to be retained on site in accordance with Policy NCN5 of the Tewkesbury Borough Local Plan.

9. Any existing planting shown on the submitted site plan as being retained which is damaged is to be pruned back to undamaged growth. Where this creates gaps in the planting or where existing vegetation to be retained is removed by the works, proposals for replacement planting are to be submitted to the County Planning Authority for approval and the replanting undertaken in the following planting season. Any plants which fail to thrive or die, including retained planting, within the first five years following completion of the works shall be replaced with plants of a size to be approved by the County Planning Authority.

Reason: To ensure the visual amenity of the school and views from the surrounding area in accordance with Policy NCN5 of the Tewkesbury Borough Local Plan.

Notes to applicant

- 1) Any proposal by the school to enhance biodiversity (if not already) would of course be welcomed in accordance with the County Council's biodiversity duty. An example might be to plant nectar rich or fruit bearing plant species of value to wildlife. A log pile, small water feature or invertebrate shelter may also be worth considering. Alternatively incorporate into a building a bat roosting or bird nesting structure or erect this on a mature tree, above head height.
- 2) The Lead Local Flood Authority (LLFA) will give consideration to how the proposed sustainable drainage system can incorporate measures to help protect water quality, however pollution control is the responsibility of the Environment Agency.
- 3) Future management of Sustainable Drainage Systems is a matter that will be dealt with by the Local Planning Authority and has not, therefore, been considered by the LLFA.
- 4) Any revised documentation will only be considered by the LLFA when resubmitted through suds@gloucestershire.gov.uk e-mail address. Please quote the planning application number in the subject field.
- 5) No works shall be undertaken that would harm the hedges and shrubs adjoining the northern boundary of the site.
- 6) Prior to commencement of any highway works the subject of any ensuing S38 Adoption Agreements / S278 Highway Works Agreement for the site, the Applicant is required to establish and maintain, and keep maintained for the duration of those highway works, a 'Residents Liaison Group' ("RLG") to comprise of one representative each from:
 - o The Applicant/Developer
 - o The Council as LHA
 - o The Local Council as LPA, and
 - o Local Residents representative

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods in accordance with paragraph 110 of the National Planning Policy Framework.

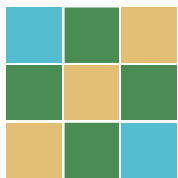
- 7) Foul sewage is to discharge indirectly to the public sewerage system, and surface water is to discharge to the nearby watercourse (we would advise discussing the surface water proposals with the LLFA).
- 8) Please note for the use or reuse of sewer connections either direct or indirect to the public sewerage system the applicant will be required to make a formal application to the Company under Section 106 of the Water Industry Act 1991. They may obtain copies of Severn Trent's current guidance notes and application form from either the website (www.stwater.co.uk) or by contacting the Development Services Team (Tel: 0800 707 6600). Please provide a copy of the consultation response email when making your application.

Summary Reasons for the grant of planning permission and relevant development plan policies

The principle of extending the school is considered to be acceptable, the design and location of the proposal, the impact on the existing school buildings and on the War Memorial are, on balance, with conditions and informatives considered to be acceptable. The proposal is not considered to have a detrimental impact upon the highway, flooding, drainage, ecology, archaeology, landscape or on neighbouring properties.

The proposal is considered to comply with the National Planning Policy Framework (2019) paras 94, 127, 170, 175 and 189, the Joint Core Strategy (2017) policy SD4 and Tewkesbury Borough Local Plan (2006) policies GNL15, TPT1, EVT3, EVT9 and NCN5.

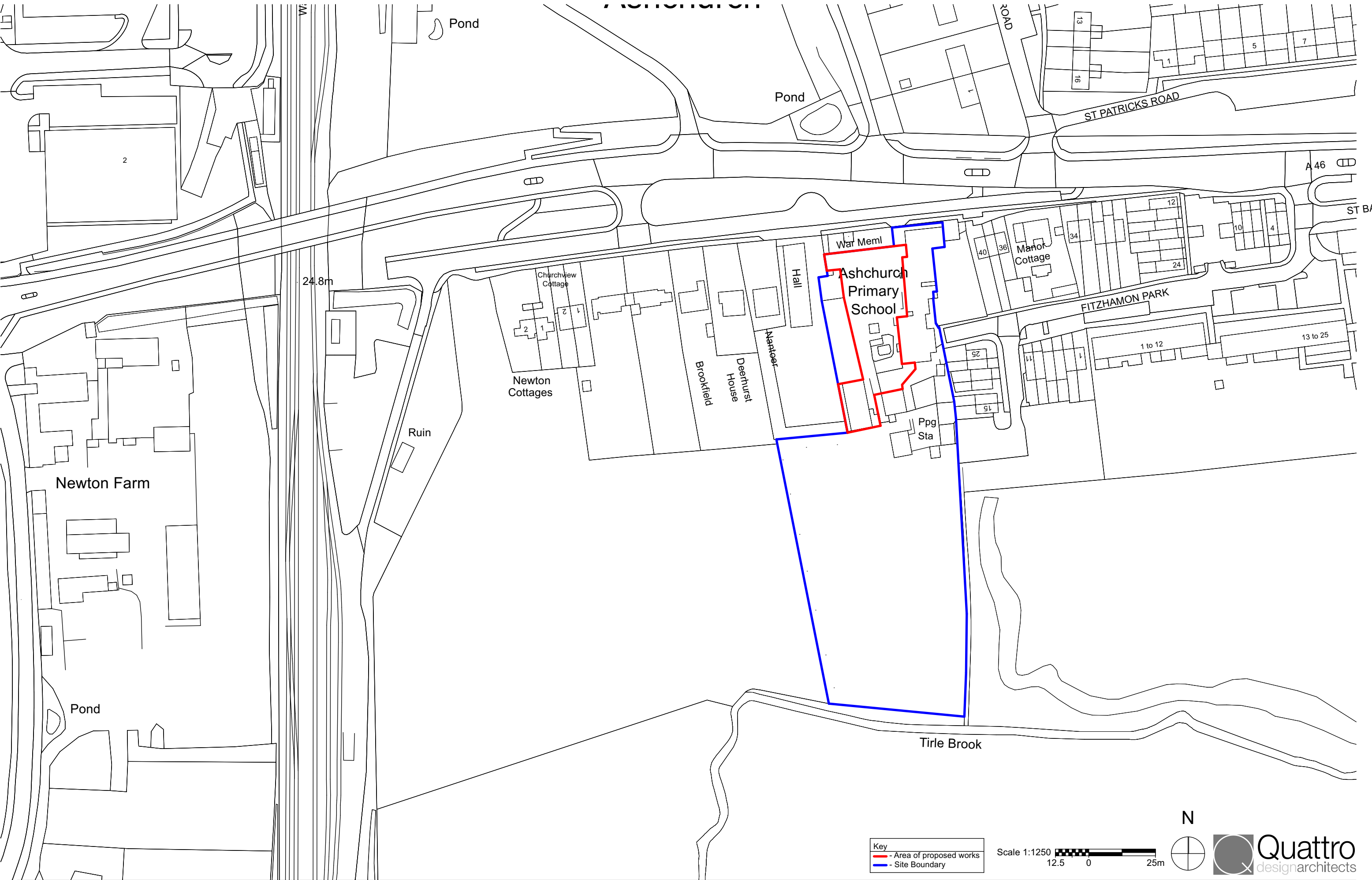
In determining this planning application, the County Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the agent, and by discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012.



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Appendix B

Site Location Plan



NOTES

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REVISIONS

REV. DATE - DRAWN - CHECKED - NOTES
A: 21.02.19 - DP - DP: Proposed site area updated to reflect proposed area and key added.

PROJECTS

Ashchurch Primary School

CLIENT

Kier Construction Ltd

DRAWING TITLE

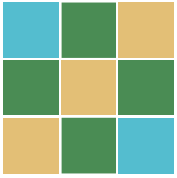
Site Location Plan

DRAWING NO.

6065-P-001

REV

A



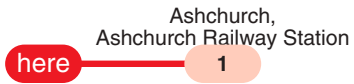
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Appendix C

Bus Stop Timetables

42 Cheltenham - Walton Cardiff - Tewkesbury - Mitton

Stagecoach West



The numbers circled indicate approximate timings in minutes from Ashchurch, Railway Station Turn

Mondays to Fridays

Bus times as at 27th April 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0719	42		0749	42		1739	42		1814	42		1947	42	

Saturdays

No Service

Sundays

No Service

Times shown in italics are approximate times

BY SMS

Bus times by
text message



**Get the times of the next four buses
from this stop on your phone**

Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.

Code for this stop: glodpgjd

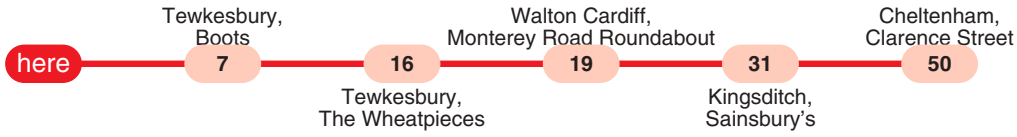
NextBuses

Bus times by
mobile browser



42 Ashchurch - Mitton - Tewksbury - Walton Cardiff - Cheltenham

Stagecoach West



The numbers circled indicate approximate timings in minutes from Ashchurch, Railway Station Turn

Mondays to Fridays

Bus times as at 27th April 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0720	42		0750	42		1740	42		1815	42		1948	42	

Saturdays

No Service

Sundays

No Service

Times shown in italics are approximate times

BY SMS

Bus times by
text message



**Get the times of the next four buses
from this stop on your phone**

Scan the QR code or send the stop code below to:

84268

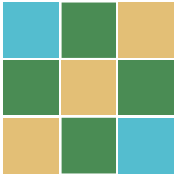
Return texts cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.

Code for this stop: glodpgmg

NextBuses

Bus times by
mobile browser





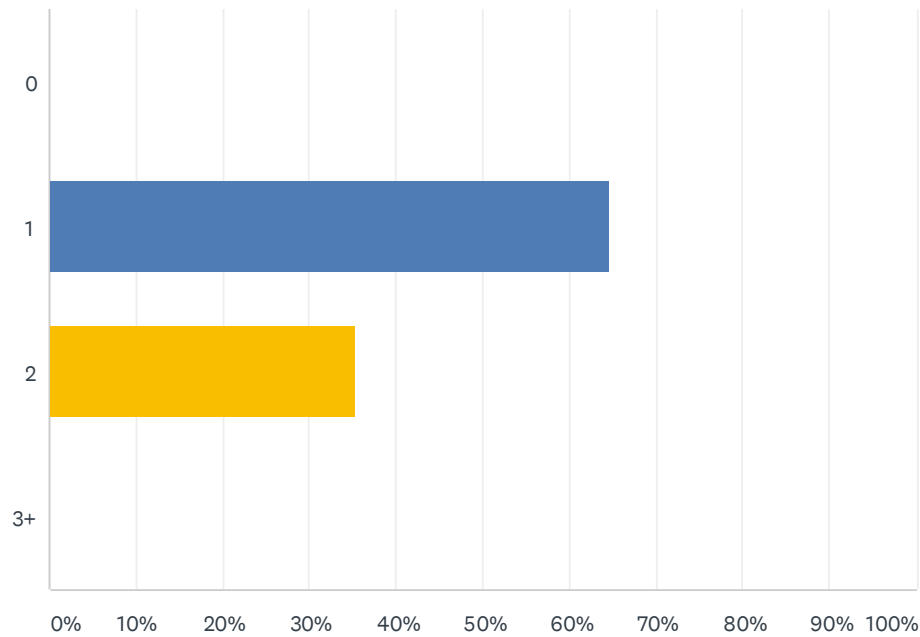
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Appendix D

Online Travel Survey Results

Q1 How many children do you have in the school?

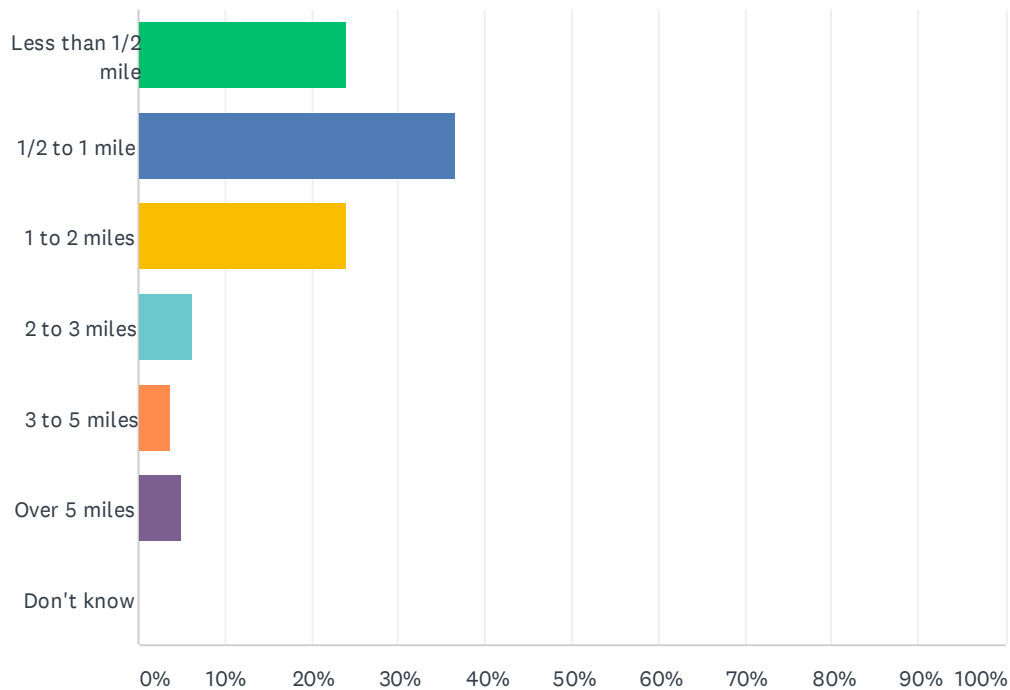
Answered: 79 Skipped: 0



ANSWER CHOICES		RESPONSES	
0		0.00%	0
1		64.56%	51
2		35.44%	28
3+		0.00%	0
TOTAL			79

Q2 Roughly how far does your child (children) travel to school? (one-way trip)

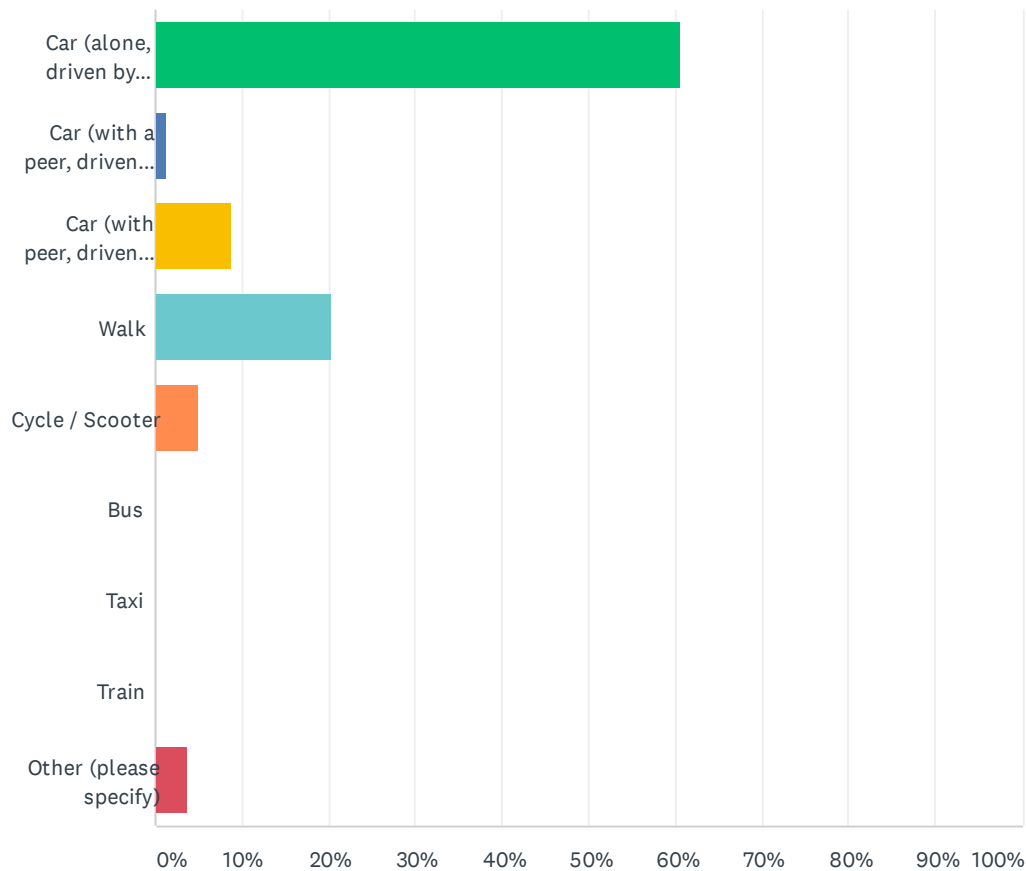
Answered: 79 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 1/2 mile	24.05%	19
1/2 to 1 mile	36.71%	29
1 to 2 miles	24.05%	19
2 to 3 miles	6.33%	5
3 to 5 miles	3.80%	3
Over 5 miles	5.06%	4
Don't know	0.00%	0
TOTAL		79

Q3 How does you child (children) travel to school each day? (Outside of COVID restrictions)

Answered: 79 Skipped: 0

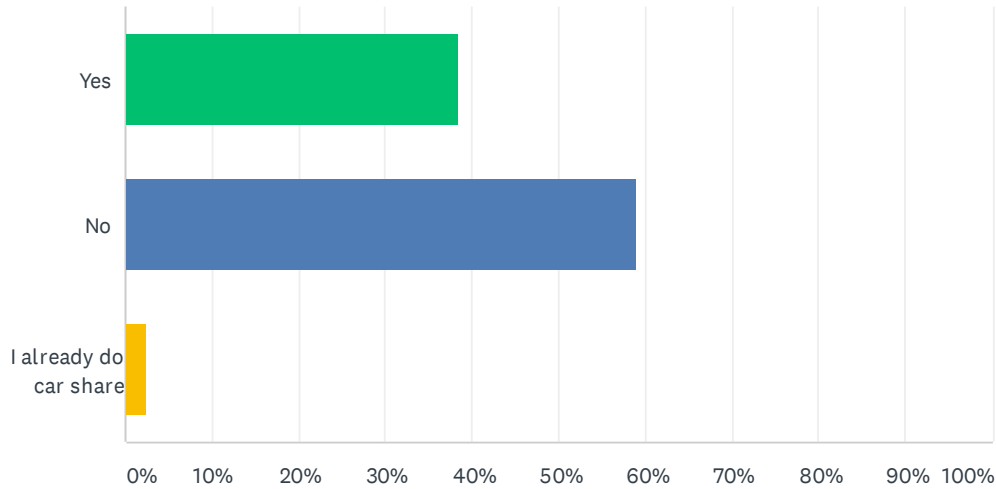


ANSWER CHOICES	RESPONSES	
Car (alone, driven by yourself)	60.76%	48
Car (with a peer, driven by another child's parent / guardian)	1.27%	1
Car (with peer, driven by yourself)	8.86%	7
Walk	20.25%	16
Cycle / Scooter	5.06%	4
Bus	0.00%	0
Taxi	0.00%	0
Train	0.00%	0
Other (please specify)	3.80%	3
TOTAL		79

#	OTHER (PLEASE SPECIFY)	DATE
1	Car alone or sometimes walk	4/20/2021 9:11 PM
2	Mix of driving & walking 50/50	4/20/2021 8:25 PM
3	Combination of driving and walk / scooter	4/20/2021 7:31 PM

Q4 If you do not currently do so, would you be willing to car share with another parent / guardian to take your children to school? (Assuming COVID is not an issue)

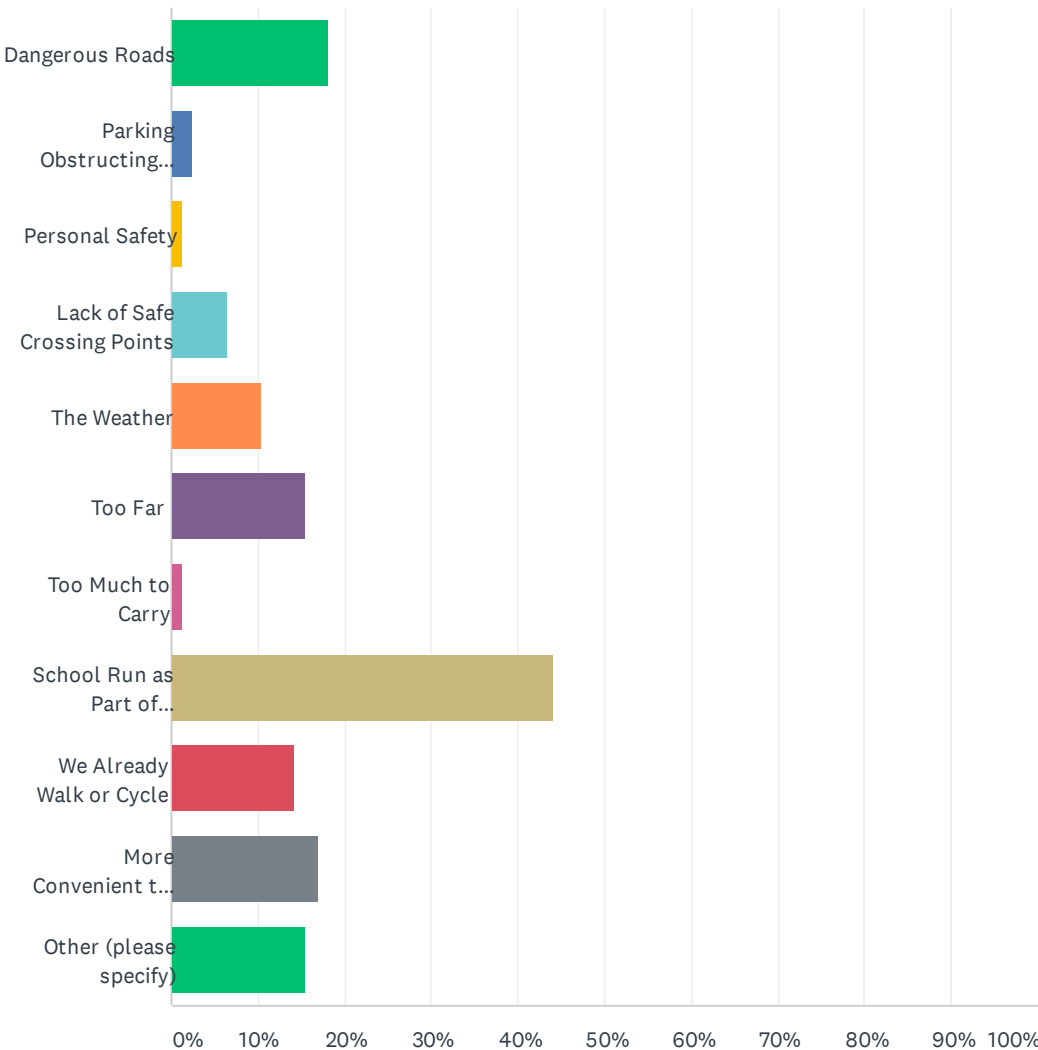
Answered: 78 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	38.46%	30
No	58.97%	46
I already do car share	2.56%	2
TOTAL		78

Q5 If you do not currently take your child (children) to school by walking or cycling, what prevents you from doing so? (Select all that apply)

Answered: 77 Skipped: 2



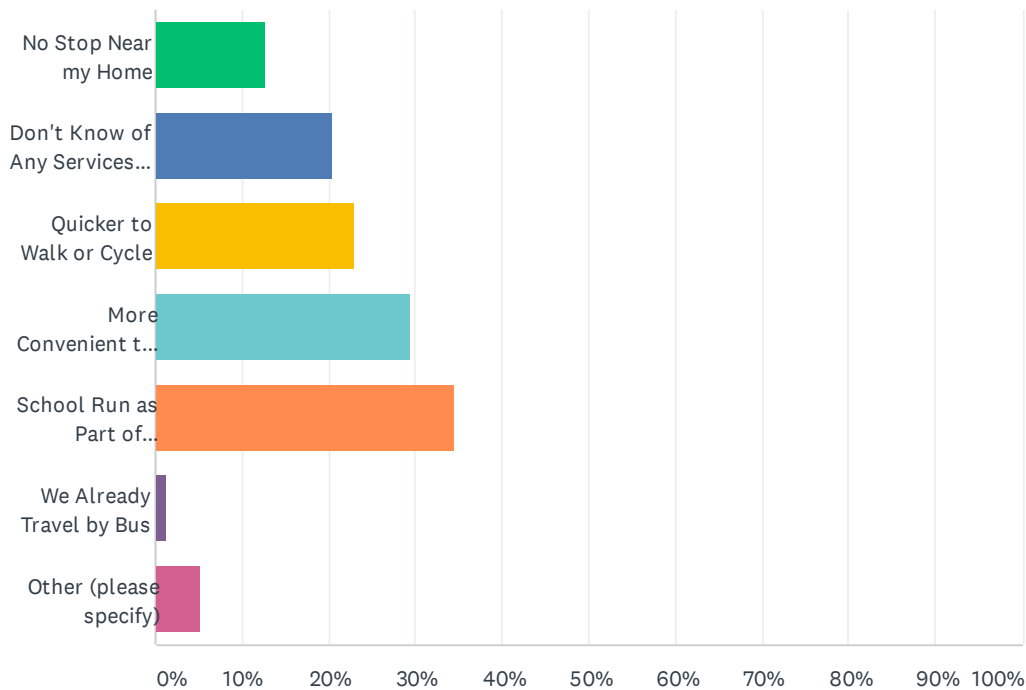
Ashchurch Primary School Parent / Guardian Survey

ANSWER CHOICES	RESPONSES	
Dangerous Roads	18.18%	14
Parking Obstructing Pavements	2.60%	2
Personal Safety	1.30%	1
Lack of Safe Crossing Points	6.49%	5
The Weather	10.39%	8
Too Far	15.58%	12
Too Much to Carry	1.30%	1
School Run as Part of On-Going Journey to Work	44.16%	34
We Already Walk or Cycle	14.29%	11
More Convenient to Travel by Car	16.88%	13
Other (please specify)	15.58%	12
Total Respondents: 77		

#	OTHER (PLEASE SPECIFY)	DATE
1	2 children and different schools and drive to take my eldest to school first which is further away	4/23/2021 10:15 PM
2	We walk and drive throughout the week, dependent on our schedule.	4/21/2021 2:10 PM
3	Too far for walk (11M.) from this school to my son college, need to drop him off. Its no bus pass our house	4/21/2021 8:34 AM
4	Travelling to work after school drop off	4/21/2021 8:15 AM
5	We do walk	4/21/2021 7:29 AM
6	My son goes to school with his friends	4/20/2021 9:08 PM
7	Would be better to put the speed limit down to 20mph and or put a zebra crossing or lollypop lady as i find the road very dangerous.	4/20/2021 8:48 PM
8	On the days we drive it's due to poor weather or working	4/20/2021 8:25 PM
9	Ongoing school run with other children.	4/20/2021 8:24 PM
10	Other school run todo before this one	4/20/2021 8:24 PM
11	Difficulty walking the distance due to age	4/20/2021 7:31 PM
12	We walk or cycle occasionally but it takes an hour to at least 45mins to walk and half hour to cycle.	4/20/2021 6:55 PM

Q6 If you do not currently travel to school by bus, what prevents you from doing so? (Select all that apply)

Answered: 78 Skipped: 1



ANSWER CHOICES	RESPONSES	
No Stop Near my Home	12.82%	10
Don't Know of Any Services I Could Take	20.51%	16
Quicker to Walk or Cycle	23.08%	18
More Convenient to Travel by Car	29.49%	23
School Run as Part of On-Going Journey to Work	34.62%	27
We Already Travel by Bus	1.28%	1
Other (please specify)	5.13%	4
Total Respondents: 78		

#	OTHER (PLEASE SPECIFY)	DATE
1	Hate buses	4/26/2021 6:53 PM
2	More convenient to walk or use the car	4/20/2021 9:11 PM
3	Other school run todo before this one	4/20/2021 8:24 PM
4	The cost of taking the bus.	4/20/2021 6:55 PM

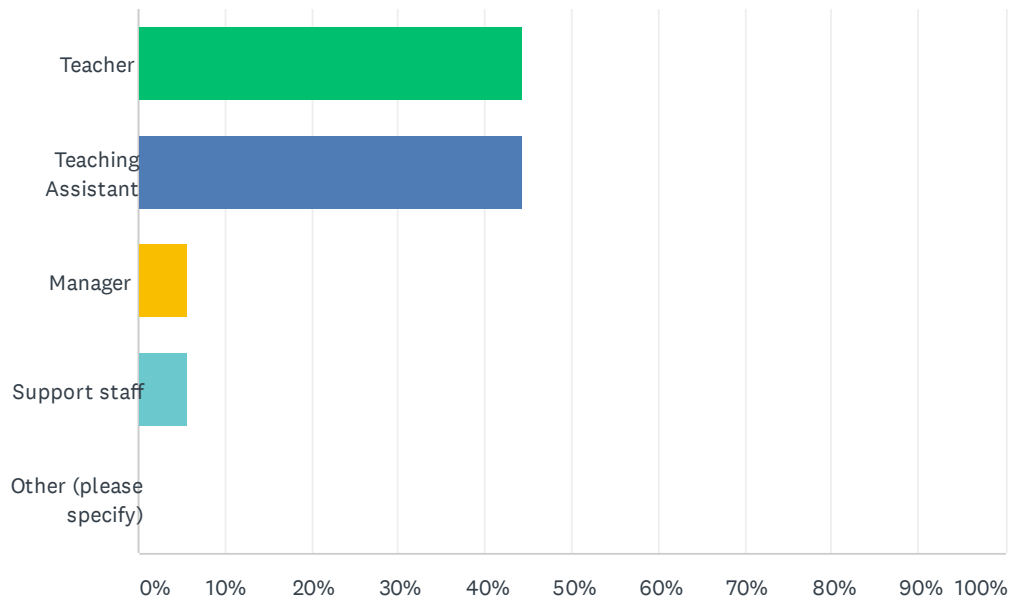
Q7 Do you have any comments regarding travel to / from the School? (This can include suggested improvements, issues you have noticed relating to transport, or anything you feel hasn't been covered in this survey)

Answered: 20 Skipped: 59

#	RESPONSES	DATE
1	No	4/26/2021 7:24 PM
2	Slow the traffic down outside the school. The only time it feels safe is when the camera van is there and that is not very often.	4/26/2021 6:53 PM
3	Car park chaos!	4/26/2021 8:15 AM
4	I feel a permanent speed camera needs to be erected at bottom of road to slow cars and lorry's.	4/23/2021 10:15 PM
5	No	4/21/2021 10:26 AM
6	No comments, if we lived locally walking would be an option if close enough, previously we drove as it was a 15 minute walk which wasn't convenient when needing to be at work for 9am.	4/21/2021 8:39 AM
7	Not about the journey, but I do think the drop and go system works.. saves a big rush and bottle-neck of cars in roads/car park	4/21/2021 8:18 AM
8	N/A	4/21/2021 8:15 AM
9	More parking spaces as some parents park stupidly	4/21/2021 7:29 AM
10	No	4/20/2021 9:39 PM
11	Ashchurch used to have a bus service into Northway from school which I've been told was most helpful	4/20/2021 9:08 PM
12	No	4/20/2021 8:59 PM
13	I walk to school everyday, and i find that road very dangerous at times especially juggling with 3 children across it. I think personally the speed limit should be put to 20mph and have a zebra crossing with a lollypop lady because lorries and cars go straight through the red light at the traffic lights, obviously speeding and put more bigger signs up saying that there is a school and to slow down children around. But overall i think the speed limit should drop 20mph and have a zebra crossing with a lollypop lady on there.	4/20/2021 8:48 PM
14	No issues	4/20/2021 8:25 PM
15	A left filter at the traffic lights from Northway Lane would help.	4/20/2021 8:18 PM
16	None	4/20/2021 7:51 PM
17	No	4/20/2021 7:11 PM
18	We walk/cycle whenever we can but the main road and speed of the traffic is always a worry. Especially when I have my youngest son with me. It would be great if there were railings! The Northway bridge pavement is also very narrow so I often have to run alongside my children when they are scooting/cycling!	4/20/2021 7:01 PM
19	If there was a school bus ever offered door to door I'd happily use it for my children.	4/20/2021 6:59 PM
20	The a46 outside the school is a busy a road and even with the crossing lights on red i have witnessed numerous times lorries driving straight through them!	4/20/2021 6:59 PM

Q1 What is your job role?

Answered: 18 Skipped: 0

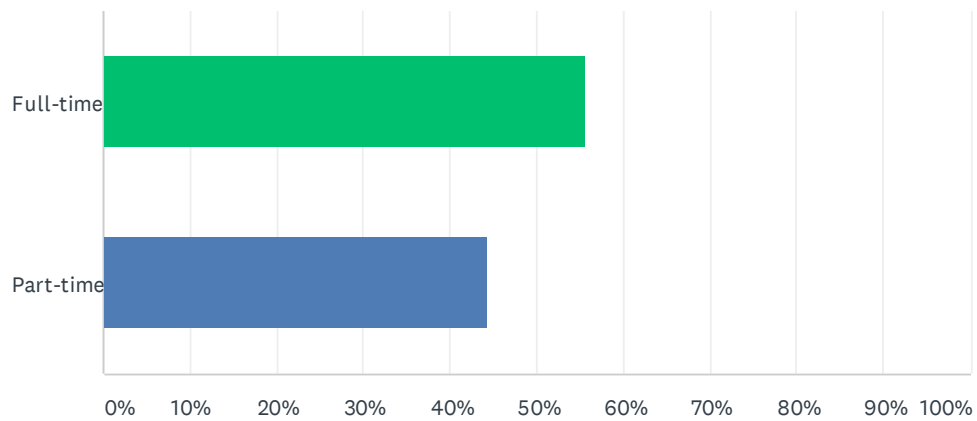


ANSWER CHOICES	RESPONSES	
Teacher	44.44%	8
Teaching Assistant	44.44%	8
Manager	5.56%	1
Support staff	5.56%	1
Other (please specify)	0.00%	0
TOTAL		18

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q2 Do you currently work Full-time or Part-time?

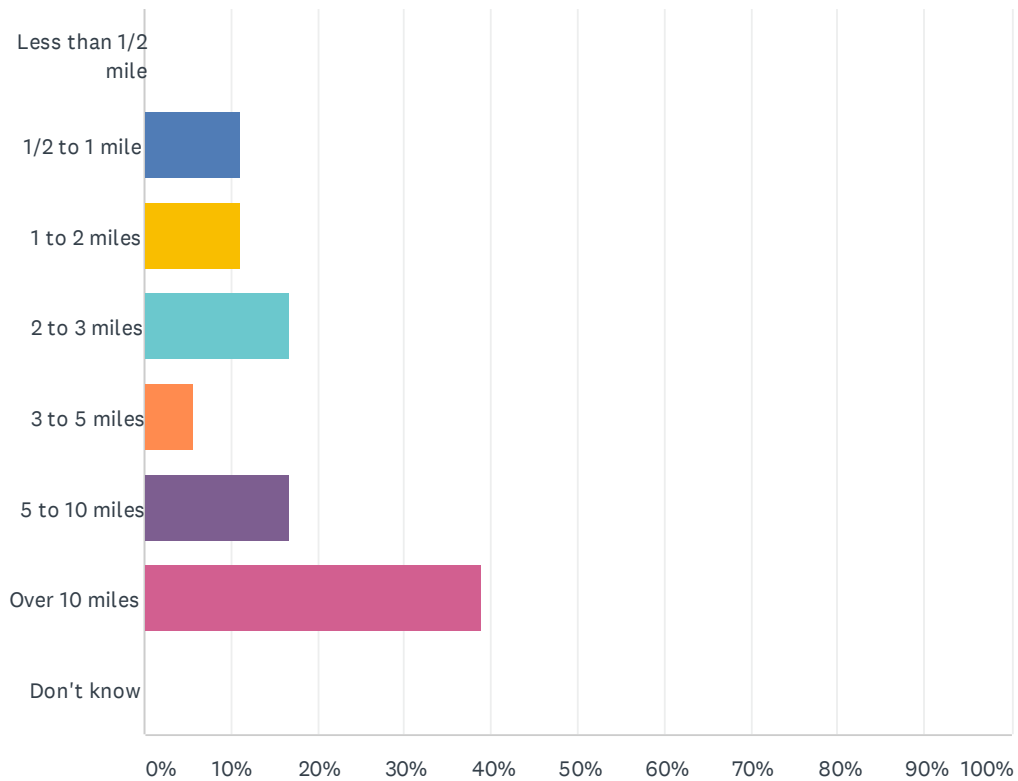
Answered: 18 Skipped: 0



ANSWER CHOICES		RESPONSES	
Full-time		55.56%	10
Part-time		44.44%	8
TOTAL			18

Q3 Roughly how far do you travel to school? (one-way trip)

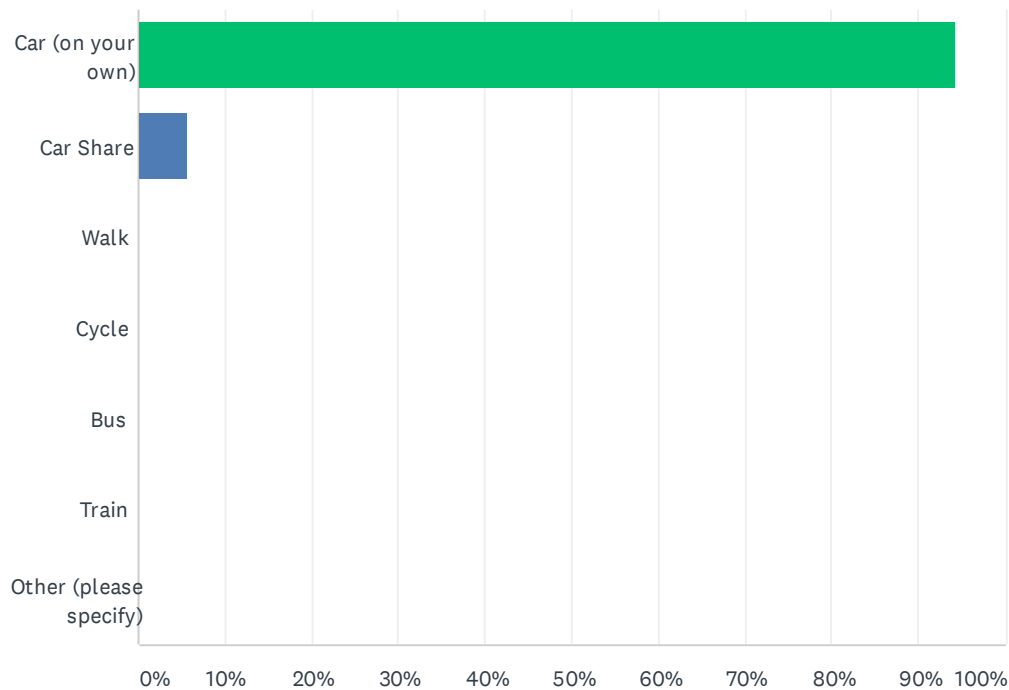
Answered: 18 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 1/2 mile	0.00%	0
1/2 to 1 mile	11.11%	2
1 to 2 miles	11.11%	2
2 to 3 miles	16.67%	3
3 to 5 miles	5.56%	1
5 to 10 miles	16.67%	3
Over 10 miles	38.89%	7
Don't know	0.00%	0
TOTAL		18

Q4 How do you travel to / from school on a typical day? (Reflective of travel habits outside of COVID restrictions)

Answered: 18 Skipped: 0

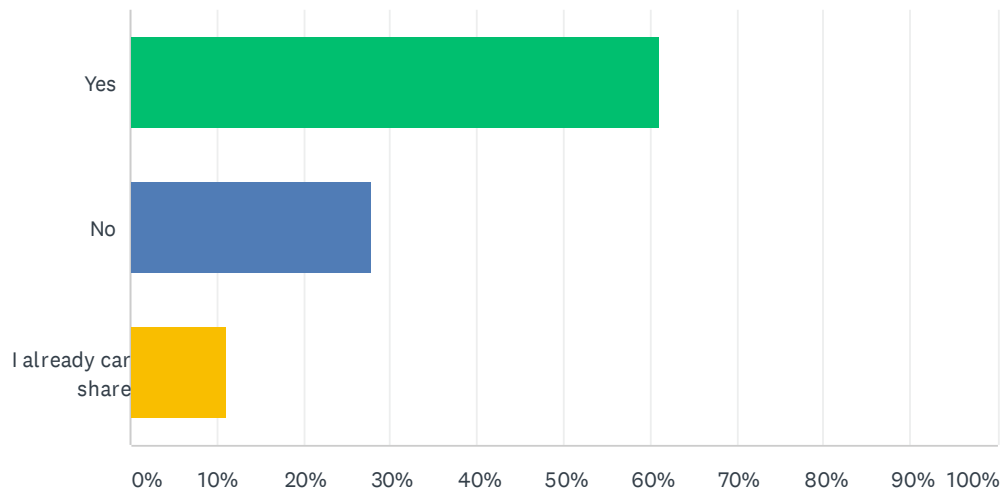


ANSWER CHOICES	RESPONSES	
Car (on your own)	94.44%	17
Car Share	5.56%	1
Walk	0.00%	0
Cycle	0.00%	0
Bus	0.00%	0
Train	0.00%	0
Other (please specify)	0.00%	0
TOTAL		18

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q5 If you do not do so already, would you be willing to car share with a colleague? (Assuming COVID is not a consideration)

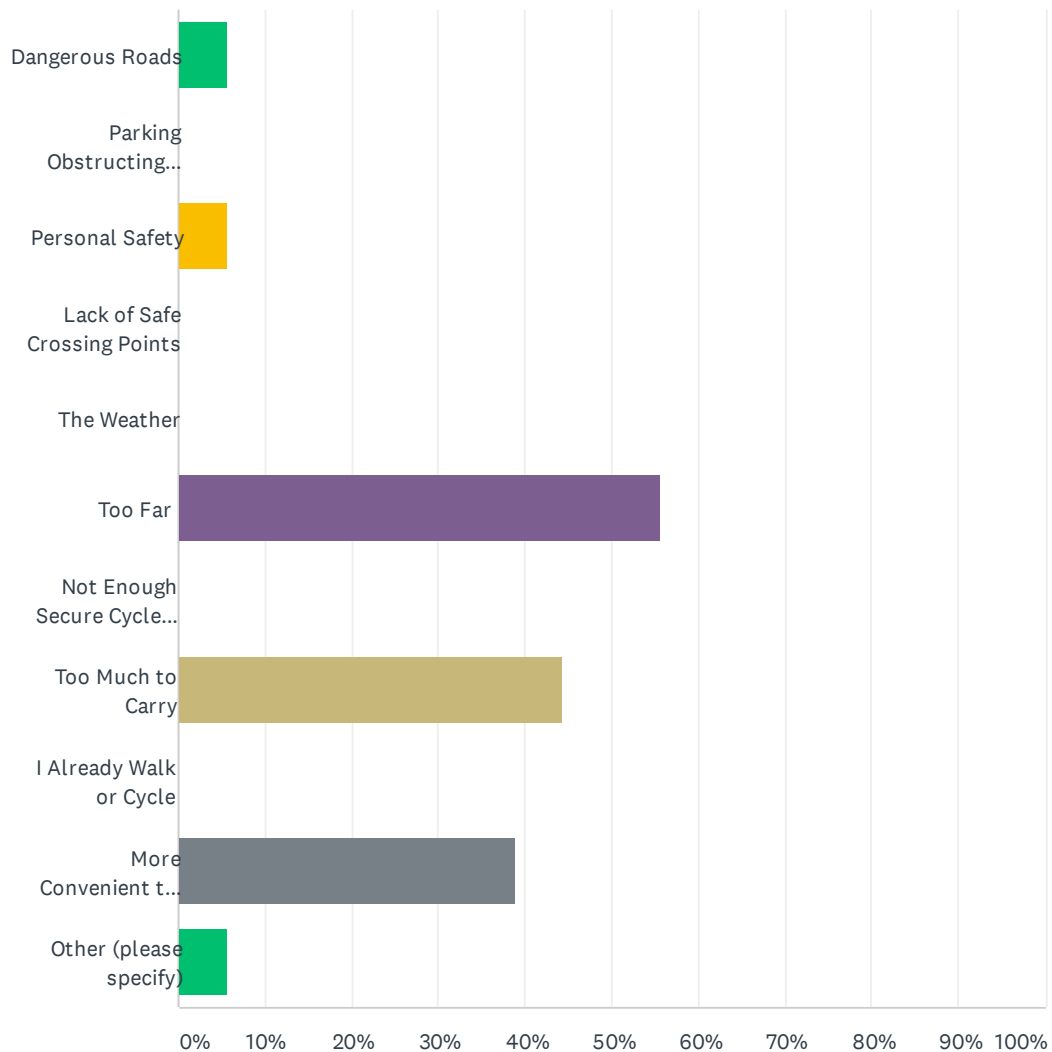
Answered: 18 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	61.11%	11
No	27.78%	5
I already car share	11.11%	2
TOTAL		18

Q6 If you do not currently walk or cycle to school, what prevents you from doing so? (Select all that apply)

Answered: 18 Skipped: 0



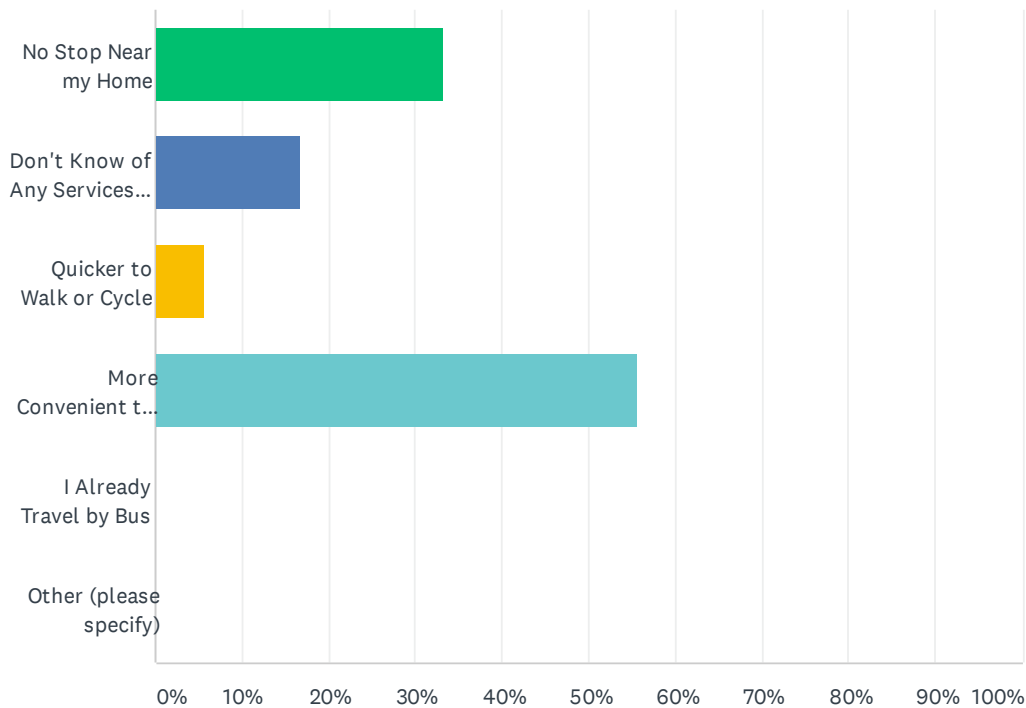
Ashchurch Primary School Staff Travel Survey

ANSWER CHOICES	RESPONSES	
Dangerous Roads	5.56%	1
Parking Obstructing Pavements	0.00%	0
Personal Safety	5.56%	1
Lack of Safe Crossing Points	0.00%	0
The Weather	0.00%	0
Too Far	55.56%	10
Not Enough Secure Cycle Storage	0.00%	0
Too Much to Carry	44.44%	8
I Already Walk or Cycle	0.00%	0
More Convenient to Travel by Car	38.89%	7
Other (please specify)	5.56%	1
Total Respondents: 18		

#	OTHER (PLEASE SPECIFY)	DATE
1	Picking up my own children after school	4/20/2021 1:05 PM

Q7 If you do not currently travel to school by bus, what prevents you from doing so? (Select all that apply)

Answered: 18 Skipped: 0



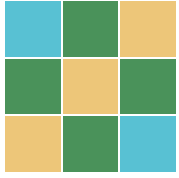
ANSWER CHOICES	RESPONSES	
No Stop Near my Home	33.33%	6
Don't Know of Any Services I Could Take	16.67%	3
Quicker to Walk or Cycle	5.56%	1
More Convenient to Travel by Car	55.56%	10
I Already Travel by Bus	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 18		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

**Q8 Do you have any comments regarding travel to / from your school?
(This can include suggested improvements, issues you have noticed relating to transport, or anything you feel hasn't been covered in this survey)**

Answered: 2 Skipped: 16

#	RESPONSES	DATE
1	Although I travel to school on my own usually, I usually give a colleague a lift back.	4/20/2021 4:51 PM
2	Yes, build an expressway as I'm tired of being stuck in traffic	4/20/2021 12:31 PM



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