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**Peter Evans
Partnership**

Transport Planning and
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The Richard Rose Central Academy Lismore Place, Carlisle

School Travel Plan

December 2010

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FOREWORD

The Richard Rose Central Academy are committed to promoting sustainable transport whilst providing Our pupils with a happy, secure and supportive education where they will develop, learn and achieve with confidence and enthusiasm. This Travel Plan sets out our commitment to developing the sustainable transport choices available at our Central Academy Site in Carlisle.

Senior Management will support the appointed Travel Plan Coordinator in their role, both financially and in the supply of required resources. With this support the Travel Plan Coordinator will move this Travel Plan forward.

Dave Sewell

Travel Plan Coordinator

Russ Wallace

Headteacher

Richard Rose Central Academy

1.0 INTRODUCTION

1.1 Background

1.1.1 The Richard Rose Academy is committed to implementing a Travel Plan at both the Central and Morton Academy sites in Carlisle. The Central Academy site is immediately east of Carlisle city centre with Morton Academy some 2.5km south west of the city centre.

1.1.2 This Travel Plan is tailored specifically for the Central Academy in terms of the individual site characteristics and requirements.

1.1.3 The Central Academy is undergoing redevelopment with new buildings being developed on the site of the former St Aidan's County High School. The new buildings are due to be open in January 2011. The school is currently operating from the former North Cumbria Technology College site and will fully relocate to the Central site once the buildings are complete. The 6th form for the school currently operates from retained buildings on the Central site.

1.1.4 This Travel Plan is submitted to discharge planning condition 13 of planning consent reference 1/08/9032 as follows:

'The development shall not be brought into use until a Travel Plan has been submitted to and approved by the Local Planning Authority.'

1.1.5 A Travel Plan Framework was produced in December 2008 which includes background information about the school and provides details of the suggested measures. Staff and student travel survey information was also provided.

1.1.6 This Travel Plan builds on the work already undertaken to develop a bespoke Travel Plan for the Central Academy. This has involved detailed discussions with the Academy on the aspirations of the school. Discussions have also taken place with the Travel Plan Officers at Cumbria County Council.

1.1.7 A number of sustainable transport measures are also already in place at the Central Academy and will be developed further in line with this Travel Plan both prior to the new school buildings opening and ongoing thereafter.

1.2 Aims and Objectives of the Travel Plan

1.2.1 The key aims of this Travel Plan are:

- To reduce unnecessary car journeys, specifically single occupancy journeys;
- To sustain or build on the levels of walking and cycling to school;
- To reduce and prevent road casualties;
- To improve the health and fitness of students and teachers attending the Academy; and
- To help to ensure that there is suitable travel arrangements between the Central and Morton Academy sites.

1.2.2 The implementation of the Travel Plan will bring a number of benefits to the Academy as an organisation, to staff, students, and also to the local community and environment. These benefits include:

- reduced congestion and journey times on the road network, especially close to the Academy at school start/finish times;
- improved health, resulting in reduced stress for individuals and reduced absence through sickness for the staff and students;
- improvements to the local environment through a reduction in noise and air pollution;
- reduced demand for car parking on site and parking impact on local roads;
- setting an example to other organisations in the local area; and
- reduced impact of national and global environmental problems such as global warming.

1.2.3 The Travel Plan contains a mix of incentives and disincentives in order to be successful in implementing the Government's aspirations for sustainable development, including encouraging walking, cycling, the use of public transport and car sharing.

2.0 CENTRAL ACADEMY LOCATION AND SCHOOL DETAILS

2.1 Academy Location

- 2.1.1 The Central Academy is to the east of Carlisle city centre and is bounded by Lismore Place to the west, Warwick Road to the south and Victoria Place to the north and east as shown at Appendix 1.
- 2.1.2 The A69 Victoria Place continues west to Carlisle city centre some 500m west of the site. A one-way road system operates around the city centre. To the east the A69 continues some 2.5km to the M6 at junction 43.
- 2.1.3 The surrounding area is mixed in nature, with a number of schools and residential properties. To the north of Victoria Place are playing fields which will be shared by the Central Academy and adjacent Newman Catholic School. The area to the south and east is residential in nature.
- 2.1.4 A residential controlled parking zone (CPZ) is in operation along a number of the roads in the local area including Warwick Road, and Broad Street with parking restricted to two hours Monday to Friday 0800 to 2000 and Saturday 0800 to 1800 with the exception of permit holders. Parking restrictions are also in place along Victoria Place.
- 2.1.5 Vehicular access to the Academy would be via Lismore Place some 100m north of the junction with Warwick Road. Use of this access would be limited to deliveries/servicing and on-site car parking.

2.2 Pedestrian and Cycle Accessibility

- 2.2.1 The main pedestrian access to the Academy will be from Victoria Place approximately 50m from the junction with Lismore Place to the north west of the site. Secondary access points would be from Victoria Place to the east of the main access and in the existing access location on Lismore Place 50m north of Warwick Road.
- 2.2.2 Footways are provided along all the roads in the local vicinity of the school.
- 2.2.3 A pedestrian crossing is provided on Victoria Place immediately west of the junction with Lismore Place to the north west of the school site. A further pedestrian crossing is proposed on Victoria Place as part of the redevelopment, this crossing would be provided on the bend of Victoria Place linking the school with the associated car parking.

2.2.4 National Cycle Network Route 72 operates as an on-road route along Victoria Place continuing north along St Aidan's Road and then as a traffic free route along the Hadrians Cycleway. To the west the cycle route continues off-road around the north of the city centre with National Route 7 signed along the northern side of the River Eden and National Route 72 along the southern side. National Cycle Network Route 7 also continues as a traffic free route to the south of the city centre along the River Caldew. A shared footway/cycleway is also provided along the eastern side of the A7 between Brampton Road and Strand Road. An extract from the Carlisle Walk and Cycle Map is provided at Appendix 2.

2.3 Public Transport

2.3.1 Bus stops with flags are provided on Warwick Road some 100m from the main school entrance. Further bus stops are provided outside the Carlisle College some 300m to the west of the Academy. In addition to these local stops there are a number of bus services operating in Carlisle city centre stopping at either the bus station on Lonsdale Street or at West Tower Street or The Crescent/English Street which are between 500-800m from the Academy.

2.3.2 Bus service 75 from Cotehill to Dalton, via Carlisle stops on Warwick Road. This service operates with an hourly frequency during the day and evening Monday to Saturday. Services 71 and 680 stop at Carlisle College. Bus service 71 operates between Silloth and Anthorn to Carlisle arriving at the College at 08.50 and departing at 17.00. Service 680 operates from Nenthead to Carlisle via Alston and Brampton reaching the College at 08.45 and departing at 17.10.

2.3.3 The nearest train station is Carlisle station, approximately 800m west of the school to the west of Carlisle city centre. Local services from this station connect to towns/villages including Wetheral, Brampton, Haltwhistle, Armathwaite, Dalston and Wigton. Direct services also operate to the nearby towns of Penrith, Oxenholme (for Kendal), and Lockerbie.

2.4 Development Proposals and Facilities

2.4.1 The Central Academy forms the merger of the former St Aidan's County High School and North Cumbria Technology College and will occupy the previous St Aidan's site in central Carlisle.

2.4.2 In addition to the school facilities a swimming pool, sports hall and three all weather sports pitches are also provided on the Central site available for use by both the school and local community, with public access available after school, on weekends and during school holidays.

2.4.3 A Youth Zone is also to be provided to the north east of the site adjacent to Victoria Place. The Youth Zone will provide educational and recreational facilities on evenings, weekends, and holiday periods for school children. A separate Travel Plan is being developed for this element of the site.

2.4.4 Car parking for 45 vehicles would be provided on site. An off-site car park is also proposed to the north east of the school with access from Victoria Place. Car parking for six vehicles including two disabled bays would also be provided adjacent to the Youth Zone to the north of the school. Further details of the car park management are provided in Section 4.

2.4.5 The proposed site layout is shown at Appendix 3.

Students

2.4.6 The school will cater for boys and girls aged 11 to 18 with the catchment area mainly from the surrounding residential areas as shown at Appendix 4.

2.4.7 The new Central Academy site the school will have capacity for 1500 students. In January 2011 there will be 1219 students enabling the school to expand without the need for new buildings.

2.4.8 Students travel between the two sites especially for 6th form studies. The Central campus specialises in science and sports and therefore students from the Morton Academy may travel to the Central Campus to utilise these facilities. The Morton Academy specialises in performing arts and maths and therefore Central students would travel to Morton for these.

2.4.9 The school day is from 08.30 - 15.30 with after school clubs also operating.

Teachers

2.4.10 A total of 200 full time equivalent staff would be employed at the school.

3.0 BASELINE TRAVEL SURVEYS

3.1 Student Survey

3.1.1 A baseline student travel survey was undertaken in September 2010 to ascertain the potential modal split of all students who will transfer to the Central Academy site once complete. The survey was undertaken during morning registration and consisted of the following five questions:

- What is your home postcode?
- How do you propose to travel to the Central Academy and how do you plan to travel home?
- How would you prefer to travel to school?

If this is different from above what prevents you from choosing this method?

- Are there any improvements needed on your route to Central Academy at Victoria Place?

3.1.2 The modal split results obtained from the student travel survey are set out in the table below:

Mode of Travel	To School	From School
Walk	43.5%	47%
Cycle	11.5%	11.5%
Bus	33%	31.5%
Train	0%	0%
Taxi	1%	1%
Car passenger	11%	9%

3.1.3 A total of 37% of students indicated that they would prefer to travel to school by bus. The majority of these students currently walk, with some also already using public transport, therefore this would be a change in a sustainable mode of travel. The provision of a free school bus was also the main enhancement suggested by students that would improve their journey to school.

3.1.4 Of the students who are car passengers, few stated that they would prefer to travel by an alternative means.

3.1.5 The student postcode data provided by the survey has also been plotted as shown at Appendix 4. The current school catchment covers the majority of Carlisle with most of the pupils living in the east and south of the city. The map shows that the majority of students live within a 5km distance of the new school site, therefore these students are likely to be able to walk or cycle.

3.2 Staff Survey

3.2.1 A baseline staff travel survey was also undertaken in September 2010 to ascertain the potential modal split of all staff once at the Central site. The survey was undertaken via both paper and electronic forms to gain the greatest response from staff. The questions asked are as set out for students plus:

- Why do you choose your particular method of travel?
 - convenience;
 - lack of alternatives;
 - time savings;
 - health reasons;
 - car required during day for school business;
 - other – please state_____

3.2.2 The modal split results of the staff travel survey are set out in the table below:

Mode of Travel	To School	From School
Walk	19%	18.5%
Cycle	2%	2.5%
Bus	2.5%	3%
Train	0.5%	0.5%
Car Passenger	10.5%	10%
Car Driver (with passengers)	7.5%	7.5%
Car Driver (alone)	58%	58%

3.2.3 The above indicates that over 50% of staff are proposing to drive to the Academy.

3.2.4 The main reasons for staff choosing their particular mode of travel was convenience with 51% of staff giving this reason. A total of 40% indicated that there was no alternative means of travel and 29% stated that their chosen mode saved time.

3.2.5 The home postcode data provided by Academy staff as part of the survey has been plots as shown at Appendix 5. This plan indicates that over 50% of staff live within 5km of the proposed Central Academy thus enabling the opportunity for staff to travel by alternative means to the car.

4.0 TRAVEL PLAN COMMITMENT AND MANAGEMENT

4.1 Travel Plan Commitment

4.1.1 The Richard Rose Academy has confirmed their support of the Travel Plan at a senior level as shown at the start of this document. The Academy are aware that the Travel Plan will only be successful if senior staff are seen to support the Travel Plan and the measures proposed.

4.1.2 The Travel Plan requires full school involvement and therefore the Travel Plan measures and initiatives will be linked in with the curriculum. Specific emphasis would be on road safety especially for those children walking and cycling to the school. For example integrating road safety issues into the PSHE (Personal, Social, and Health Education) curriculum or route planning in geography.

4.2 Travel Plan Coordinator

4.2.1 Dave Sewell has been appointed as the Travel Plan Coordinator for the Central Academy. Dave is the Operations Manager of the site.

4.2.2 The Coordinator is responsible for overseeing the successful implementation of the Travel Plan and is the point of contact for all matters relating to the Travel Plan. The Coordinator will frequently liaise with senior management with regards the Travel Plan. Liaison with the Cumbria County Council School Travel Planning team will also be undertaken.

4.2.3 The general duties of the Travel Plan Coordinator include:

- ensuring ongoing implementation of the measures contained within the Plan (details of the measures in place are set out in Section 6);
- organising annual staff and student travel surveys and reporting back to the school and Cumbria County Council on the results;
- regularly review on-site facilities and facilitate improvements where required;
- set up travel groups;
- development of strategies to achieve the modal share targets;
- maintain the Travel Plan information/intranet;
- communicate with staff and students on all matters associated with the Plan as necessary through posters, via e-mail, newsletters and the intranet system;
- organise publicity, marketing and training events;
- implement a comprehensive car park management strategy including control and management of the staff parking permits;
- work in partnership with local highway authorities on the development of safer cycling and walking routes around the school.

4.2.4 The Coordinator will be the point of contact for staff and students to discuss matters of the Travel Plan and to make suggestions for improved or new measures. However a team of staff members will be responsible for implementing the proposed measures set out in Section 5 with the Travel Plan Coordinator coordinating matters.

4.2.5 An Action Plan is provided in Section 6 which sets out which member of staff has responsibility for each Travel Plan measure in place.

4.3 Promotion/Marketing

4.3.1 The Travel Plan Coordinator will have the overall responsibility for marketing the Travel Plan however the school employ a public relations consultant part time who will also be responsible for the continued marketing.

4.3.2 The Travel Plan will be officially launched at the opening of the new school buildings, however many of the measures will be put in place prior to this. The travel options available to staff and students will also be promoted prior to the school move.

4.3.3 Promotion will continue throughout the life of the Travel Plan and will include:

- travel information available on the Academy website and intranet;
- travel information for existing staff and students on notice boards in common rooms/staff rooms around the school;
- sustainable travel information for visitors and prospective parents/students available at the main reception desk and included in school prospectus;
- travel information provided in the Student Planner;
- posters throughout the school promoting sustainable travel events such as Walk to School Week; and
- details of travel events (feedback on the success of the Travel Plan) in the weekly staff bulletin and termly newsletters to parents.

4.3.4 Further details of the promotion measures set out above are provided in Section 5.

4.4 Travel Plan Monitoring

Site Audit

4.4.1 Regular site audits of the school site and Travel Plan measures in place will be undertaken to ensure that facilities are in the most suitable locations and that the misuse of facilities does not occur. This will be the responsibility of the Travel Plan Coordinator. These audits will also identify if there is an increasing need for additional travel measures such as a greater level of cycle parking.

Travel Surveys and Results

4.4.2 A baseline travel survey for both staff and students has been undertaken in Sept 2010 as set out in Section 3. As well as determining the modal split and distance travelled by the staff and students information on improvements required to routes/facilities has been identified.

4.4.3 Annual travel surveys will be undertaken starting from Spring 2011 in accordance with condition 14 of the planning permission which states:

'On the 1st April each year following the development being brought into use a report reviewing the effectiveness of the Travel Plan and including any necessary amendments or measures shall be prepared by the developer/occupied and submitted to the Local Planning Authority for approval for a period of at least five years.'

4.4.4 Undertaking the surveys at this time of year is also in accordance with the Travel Plan Framework which suggested that a travel survey was undertaken three months after occupation, which equates to March 2011.

4.4.5 These surveys will be used to determine whether the modal split targets set are being reached, which measures have been successful and the areas that need further work. The survey will ask the same questions as set out for the baseline survey.

5.0 EXISTING AND PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 This section provides details of the sustainable travel measures currently in place at Central Academy, those proposed prior to moving to the new site and those as part of the fit out of the new buildings. The promotion of the measures to affect modal shift is also discussed.

5.2 Walking Measures

5.2.1 The main pedestrian access to the Academy will be from Victoria Place approximately 50m from the junction with Lismore Place to the north west of the site. Secondary access points would be from Victoria Place to the east of the main access and in the existing access location on Lismore Place 50m north of Warwick Road

5.2.2 A programme for student safety on local roads around the Academy would be drawn up with Cumbria County Council's Road Safety Officer team. This would identify engineering and educational measures to improve safety and reduce car use on the routes between home and school, including providing advice to students on specific routes to use and suitable crossing points.

5.2.3 Information on suggested improvements to pedestrian routes would also be obtained from the staff and student surveys.

5.3 Cycling Measures

5.3.1 Cumbria County Council is encouraging more people to cycle in Carlisle, with improvements to cycle infrastructure provided in the city. Therefore a key aim of the Travel Plan is to encourage students and staff to try cycling.

5.3.2 As part of the new build, cycle parking for up to 150 cycles will be provided. Thirty of these spaces will be at the entrance plaza adjacent to Victoria Place the remaining 130 will be provided in the on-site car park accessed from Lismore Place. The Travel Plan Coordinator would monitor the use of the cycle parking with the view to extend the facilities in the future if demand for cycling increases.

5.3.3 A total of 20 cycle spaces are to be provided at the front of the building from start of occupation. Temporary cycle parking spaces will also be provided close to the staff car park to meet the additional demand for cycling. The remainder of the cycle parking including covered cycle parking is to be provided by late February/early March.

5.3.4 Lockers will be provided for helmets and wet weather gear for both staff and students. Showers are also provided for staff and students in the swimming pool changing rooms.

- 5.3.5 Professional cycle training for students would be carried out. The Academy will liaise with Cumbria County Council's road safety team who currently organise the training. Cycle training would be provided each autumn. The aim of this training is to teach students about cycling in the city centre.
- 5.3.6 Cycle route information will be clearly displayed on specific travel notice boards within new building to encourage the use of local cycle routes. This information will also be provided on the school intranet system. Publicity of the new cycle parking will take place prior to the cycle parking opening, encouraging more staff and students to cycle.
- 5.3.7 The Richard Rose Academy already takes part in the national Cycle to Work Scheme which enables staff to purchase new bicycles tax free. The Academy utilise the online 'Cycle Scheme' organisation to implement the scheme. Further information on the scheme can be found at www.cyclescheme.co.uk, this would be promoted on the staff travel notice board.
- 5.3.8 A student Bike Users Group (BUG) is proposed at the Central Academy. The group would be run by a small group of teachers who also cycle however much of the input would be from students. This will enable young cyclists to meet and discuss the issues around cycling to/from the Academy. Details of the BUG will be made available to students on the intranet, travel notice boards and in new letters. Activities proposed include:
- regular cycle news updates;
 - organisation of Doctor Bike events;
 - provide information to new cyclists - including operating a bike buddy system for both staff and students;
 - publicise national bike week and arrange events at the Academy during this week; and
 - liaise with Travel Plan Coordinator with regards required locations for improved cycle facilities.
- 5.3.9 Promotion of the benefits of cycling to work/school and the facilities available would be undertaken by the Travel Plan Coordinator. This will include taking part in national cycling events.

5.4 Public Transport Services

- 5.4.1 Bus/train travel will be promoted to those living further afield from the school meaning that walking or cycling is not an option. This will be done by identifying which students/staff would benefit from this information.

Shuttle Bus between Sites

- 5.4.2 Some staff and students will be required to move between the two Academy sites during the day. A minibus service provided by the Richard Rose Federation would transport the staff and students between the campuses. These minibuses are currently parked at the Morton Academy site, and pick up and drop off staff and students at the start and finish of the school day and at lunchtime.
- 5.4.3 The minibus shuttle service would be advertised to staff and students who have lessons at both sites, with the aim of providing a convenient method of travel between the sites for students and reducing the number of staff single occupancy car trips occurring between the two Academies.

5.5 Car Sharing

- 5.5.1 The Academy aims to increase car sharing amongst staff by setting up a car share scheme and publicising 'car share' days. Car sharing saves money on fuel and parking, assists other staff who may be rurally-isolated and/or do not have access to a car, relieves congestion and pressure on parking facilities, and reduces greenhouse gas emissions, therefore benefiting the environment.
- 5.5.2 The car share scheme would be operated via the staff notice board with those members off staff looking for or offering a lift signing up to the scheme for other staff to view and make contact if a car share match is found. The car sharing scheme would be for staff looking to share commuting trips and also for those who work at both Academy sites during the day. The provision of 10 dedicated car share parking spaces either within on-site car park or in the off-site staff car park would encourage staff to car share.
- 5.5.3 Due to the student catchment area and the age of the students at the school it is not proposed at this stage that a parent car share scheme would be put in place. The number of parent drop-offs would be monitored by the Travel Plan Coordinator and the provision of a parent car share scheme reviewed if deemed necessary.
- 5.5.4 The school would also promote 'World Car Free Day' which is held on Sept 22nd each year. Staff and students would be encouraged to use public transport, walk or cycle, and have no cars parked at the school.

5.6 Travel Information Boards

- 5.6.1 Information boards will be provided in the staff room for staff and in common rooms for the students. These information boards will provide a focal point for the Travel Plan. The boards will be used for correspondence between the Travel Plan Coordinator and staff and students and include any relevant promotion and advertising.
- 5.6.2 A travel information board for students/staff/visitors would also be provided by the main entrances to the Academy.

5.6.3 The boards would include the following information:

Walking and Cycling

- details of safe and convenient pedestrian and cycle routes in the local area;
- details of the health benefits associated with walking and cycling;
- details of the cycle facilities available at the school;
- information regarding cycle to work scheme;
- publicity of national cycling events.

Public Transport

- local bus service maps and timetable information including bus stop locations; and
- information regarding minibus service between sites.

Car Sharing

- details of staff car sharing scheme;
- details of car sharing parking spaces.

5.7 Electronic Travel Information

5.7.1 A new intranet system will be fully established once the school has moved to the new buildings. The system will include details of all of the travel measures in place as set out in this Section plus links to external websites including those listed in the 'useful contacts' section at the end of this Plan such as Traveline.

5.7.2 The Central Academy internet site would also be updated to include information about travelling to the school by alternative means of travel to the private car. The website would also publicise the sustainable travel events organised at the Academy.

5.8 Newsletters

5.8.1 A weekly news bulletin is dispersed to staff. This bulletin will include promotion of the Travel Plan and associated measures including national events such as Bike Week.

5.8.2 A school newsletter is also sent to parents twice a term. This newsletter will include publicity of the sustainable travel measures in place at the Academy.

5.8.3 The Student Planner given to all students at the start of the school year would also contain travel information to the school including safety advice and facilities available.

5.9 Car Park Management

5.9.1 A total of 45 car parking spaces would be provided in the school car park accessed from Lismore Place. Of these spaces three would be designated disabled bays, nine visitor bays, and 22 staff spaces. Staff would also be permitted to park in the remaining 11 spaces, however would be requested to park elsewhere if additional planned visitors are expected. Some of the staff spaces would be specifically allocated to those staff that car share.

5.9.2 Five motorcycle bays are also proposed in this car park. An off-site staff car park for a further 52 vehicles is to be provided on Victoria Place. Some of these bays would also be marked for car sharers with a total of 10 spaces dedicated to car sharing across the two car parks.

5.9.3 No students will be permitted to park in either of the school car parks. It is understood that very few students drive to school and park on adjacent streets. Students will be advised not to drive to school.

Car Park Permits

5.9.4 Prior to the new school buildings opening a car park permit system will be put in place for staff. All vehicles parking in the staff car parking areas would be required to display the permit in their windscreen.

5.9.5 In December 2010 staff will be asked to complete a permit application form if they require a car parking space when the school relocates to the Central site. Staff are will be entitled to a car parking permit if they meet one or more of the following criteria:

- are a permanent member of staff,
- live more than 5km from the Central Academy;
- are required to teach at both Central and Morton Academies on the same day and unable to use the shuttle bus;
- require a vehicle for health reasons;
- a regular car sharer.

5.9.6 If the number of staff meeting the criteria above is greater than the number of spaces available a review of the permit system will take place with permits initially provided on a 'needs first' basis and then distance travelled. Further permit restrictions could include increasing the exclusion zone, or providing increased shuttle bus services between the two Academy sites for staff to use.

6.0 TARGETS AND ACTION PLAN

6.1 Targets

- 6.1.1 The likely modal share to be recorded from the day of opening, as suggested by the staff and student travel surveys undertaken in September 2010 and the proposed targets going forward are set out below. The 2013 targets are broadly based on the targets set out in the previous Framework Travel Plan produced in 2008.

	Staff Percentage Modal Split		
	2010 Survey Average	2013 Target	Percentage change
Car Driver Alone	58%	48%	-10
Car Driver with Passengers	7.5%	11%	+3.5
Car Passenger	10.5%	13%	+2.5
Bus	2.5%	3%	+0.5
Train	0.5%	1.5%	+1
Bicycle	2%	4%	+2
Walk	19%	19.5%	+0.5

	Student Percentage Modal Split		
	2010 Survey Average	2013 Target	Percentage change
Car Driver	0%	0%	-
Car Passenger	10%	7.5%	-2.5
Bus	32%	33.5%	+1.5
Train	0%	0%	-
Bicycle	11.5%	12%	+0.5
Walk	45.5%	46%	+0.5
Taxi	1%	1%	-

- 6.1.2 For the staff it will be car sharing which will be greatly encouraged to aim to reduce the number of staff driving alone to the Academy. Train travel will also be encouraged for those staff living further afield but on a train route.
- 6.1.3 For students the predicted modal split indicates that very few students will travel by car to the Academy in any event. The main target for students is to encourage all modes to try to reduce the number of students who are car passengers even further.
- 6.1.4 The targets above will be reviewed at the year 1 survey to be undertaken in Spring 2011.

6.2 Action Plan

6.2.1 The Travel Plan is an evolving document to encourage sustainable travel to and from the school. The Action Plan set out below provides a guide to the implementation of measures proposed.

Measure	Timescale	Responsibility
'Cycle to work' scheme	Implemented	
Provision of shuttle bus	Implemented	
Baseline staff/student travel surveys	Sept 2010	
Student cycle training	Sept 2010 (& annually thereafter)	
Provision of travel information for Central Academy in School Planner	Sept 2010	
Provision of travel information to all staff/students	Autumn 2010	
Staff car park permit application forms	Dec 2010	
Travel Plan Launch	Jan 2011	
Staff car park permits in operation	Jan 2011	
Provision of cycle parking	Jan 2011	
Provision of travel information on notice boards	Jan 2011 (with ongoing updates thereafter)	
Provision of travel information on website and intranet	Jan 2011 (with ongoing updates thereafter)	
Implement car share scheme	Jan 2011	
Provision of car share parking spaces	Jan 2011	
BUG set up	Spring 2011	
Undertake staff/student travel surveys	annually (spring)	
Monitor cycle parking usage	termly	
Site audit of sustainable travel measures	annually	
Review of Car Park Management	annually	
Report to Council on Travel Plan	annually by April 1st	
Publicity of Travel Plan measures to all staff	At interview for new staff and ongoing	
Publicity of Travel Plan measures to all students	At induction days and ongoing	
Publicity of Travel Plan measures to all parents	ongoing via newsletters	
General promotion of Travel Plan	ongoing	
Safe routes to school programme	ongoing	
Travel Plan Awareness Days e.g. National Bike Week	ongoing	

USEFUL CONTACTS

CENTRAL ACADEMY TRAVEL PLAN COORDINATOR

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WALKING

SAFE ROUTES TO SCHOOL

Web: www.saferoutestoschools.org.uk

WALK TO SCHOOL WEEK

Web: www.walktoschool.org.uk

CYCLING

SUSTRANS – Cycle Information

Tel: 0845 113 00 65

E-Mail: info@sustrans.org.uk

Web: www.sustrans.org

NATIONAL BIKE WEEK

Web: www.bikeweek.org.uk

BIKE FOR ALL

Web: www.bikeforall.net

PUBLIC TRANSPORT

TRAVELINE – Public Transport Information

Tel: 0871 200 22 33

Web: www.traveline.org.uk

NATIONAL RAIL ENQUIRIES

Tel: 08457484950

Web: www.nationalrail.co.uk

CAR TRAVEL

CAR SHARING

Web: www.liftshare.org