Woodford Primary School – Travel Plan

About the School

Woodford Primary School cater for children between the ages of 4 and 11 on a mixed residential housing estate known as Woodford in Plympton, on the outskirts of Plymouth. Currently the school has 450 pupils and nearly 60 members of staff. The schools details are:

Woodford Primary School
Litchaton Way
Woodford
Plymouth
PL7 4RR
Telephone: 01752 336228

URN: 135349
DfE No.: 8793773
SEN Needs – 6.2% of pupils
Email: Woodford.Primary.School@plymouth.gov.uk
Web: http://woodfordprimary.co.uk/

The school opening times are between 8:50am - 3:20pm, with additional extra-curricular activities on site that can run till 4:30-5pm. There is also a Scouts/Beavers group in a separate building on the school campus that is open after the school is closed. The school is also occasionally used by the community for evening meetings for example the Neighbourhood Forum.

Pupils who attend the school primarily live within the PL7 postcode sector, but some do travel from further afield. Following the expansion the new intake of pupils has continued this trend.

<table>
<thead>
<tr>
<th>Post Code</th>
<th>Pupil Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>PL1 3</td>
<td>3</td>
</tr>
<tr>
<td>PL3 4</td>
<td>4</td>
</tr>
<tr>
<td>PL3 6</td>
<td>6</td>
</tr>
<tr>
<td>PL4 7</td>
<td>7</td>
</tr>
<tr>
<td>PL5 2</td>
<td>2</td>
</tr>
<tr>
<td>PL6 6</td>
<td>6</td>
</tr>
<tr>
<td>PL6 8</td>
<td>8</td>
</tr>
<tr>
<td>PL7 1</td>
<td></td>
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<tr>
<td>PL7 2</td>
<td></td>
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<tr>
<td>PL7 4</td>
<td></td>
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<tr>
<td>PL7 5</td>
<td></td>
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</tbody>
</table>

The School has an active Road Safety Policy and looks to work with the community to ensure it is a good neighbour. The school hosts the local Neighbourhood Forum meetings, and whilst local residents support the school, it is acknowledged that its presence can cause some problems due to inconsiderate parking and pressures on the local roads which were built without the level of car ownership now experienced on the estate.
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**Access to the School**

**Walking**

It has been acknowledged that “walking is the most important mode of travel at the local level and offers the greatest potential to replace car trips, particularly under 2 kilometres”. The proposed development benefits from a highly permeable network of urban footpaths facilitating convenient and safe access to and from the site. Woodford is a designated Healthy School and they support and encourage the ‘walk to school’ policy of the Local Authority and have previously achieved a schools Travel Plan Award.

The school has 4 pedestrian points of access effectively from each point of the compass. There is a school crossing patrol of Larkham Lane which aids not only Woodford Primary School pupils but also Heles School (Seymour Road). This uses the raised plateau thereby helping to provide a level crossing at a point where traffic is slowed, and visibility is good to the north and south.
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Site Location Plan & Points of Access
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The roads within the proposed development catchment area are generally a mixture of local access and urban distributors with reasonable quality footways, street lighting and dropped kerbs at crossing points near to junctions. There are no formal crossings (ie zebra/toucan/pelican or puffin crossings) in the immediate vicinity of the site except along Plymouth Road to the south.

**Cycling**

“Cycling also has the potential to substitute for short car trips; particularly those under 5km, and to form part of a longer journey by public transport”. Cycle access can be of value to staff, but needs to consider carrying capacity and the practicalities of distance if appropriate.

For pupils gradient needs to be thought of to ensure they have the suitable skills and can travel safely. The school currently operates Bikeability for year 6 pupils which is being extended to year 5 pupils in Autumn 2015, and a few children regularly cycle or scooter to school both accompanied and unaccompanied.

Plymouth’s cycle network is a combination of on-road cycle lanes and traffic-free segregated tracks. The application site has good connections to established local cycle routes close to the site that offer a range of cycling opportunities with connection to the wider Plymouth area and further afield into other centres across Devon. The local cycle routes adjacent to the application site are shown below.

There is already existing on site cycle parking for 16 cycles that is chiefly used when the school undertake the Bikeability programme for Year 6 pupils. Staff who cycle lock their cycles at various points around the school grounds rather than in one central location close to their own centre of activity.

![Cycle Parking](image)

*Cycle Parking (NB Taken outside of Term time)*
Travel by Bus

Nearby bus services operated by Plymouth City Bus include the service 20 which passes immediately past the school site, whilst to the south, services 14 and 21 run along Plymouth Road.

Closest Bus Stops (St Margaret’s Rd)

Plymouth Bus Routes

<table>
<thead>
<tr>
<th>No.</th>
<th>Frequency</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Hourly</td>
<td>Derriford Hospital - Ham - Devonport - Plymouth City Centre - Cattedown - Plymstock - Langage</td>
</tr>
</tbody>
</table>
| 20/20A  | Half Hourly | 20: City Centre - Plympton via Lipson - Laira - Woodford  
20A: City Centre - Plympton - Ivybridge via Lipson - Laira - Woodford - Lee Mill |
| 21/21a  | 10 minutes  | Barne Barton - City Centre - Plympton                                 |

Bus Services
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Travel by Car

The vehicular access to the application site is directly off Litchaton Way, which forms a one way street with Greenway Avenue. The road is approximately 5.5m in width that allows for the one way flow of traffic, and parking to the south side beside the Methodist Church. Throughout the estate the majority or principal routes are traffic calmed with speed cushions with all road below (brown dotted) having such a treatment. There is no formal 20mph limit but these features restrict vehicular speeds.

Traffic Calming (Woodford Estate)

Vehicular access to the school is taken from Greenway Avenue. This provides access for visitors and limited numbers of staff parking and is shared with the Children’s Centre. This access is restricted for selective staff, visitors and deliveries but excludes parental drop off and thereby creates a safe traffic free and managed zone for children within which to move. As a Healthy School they seek to inform and educate parents to park sensibly if they have to drive to collect/drop off children and they are requested not to park on the lane leading to the school.

Site Access
Parking Arrangements

Presently on site there are three parking areas, one of which is shared with the Children’s centre. Within the site along the boundary to Litchaton Crescent, parking is provided for approximately 12 staff cars, whilst to the west of the school hall, with parking for 12 additional vehicles available to the immediate front of the school site of which 2 are for visitors (24 in total). A separate parking area is provided for the Children’s centre with a capacity of approximately 16 spaces which also offers some informal parking for kitchen staff and is where kitchen deliveries occur.

Existing On Site Parking

The Plum Tree Children’s Centre adjoins the school and was built within the past few years. It provides services and support for all Children and their carers under 5 to ensure the best start for children in the locality. The centre offers drop in support to scheduled programmes and events throughout the day, but principally during school hours. The Children’s Centre is a co-signatory to the School Travel Plan.

On Greenway Avenue the Methodist Church has a Pre-School that operates from 8am to 3pm. Many parents will use the Pre-School prior to their children starting in the main primary school, or have children in both establishments.

Like many schools across the city and country, pupil drop off creates localised parking pressures at the start and end of the school day. This is particularly true on Litchaton Crescent where the road width does not allow parking to both sides of the road, and the pavement is therefore used (both by residents throughout the day and parents). There is also some concerns on parking on St Margaret’s Road where local improvements have also been undertaken to control traffic speeds and movements.

Off site parking also occurs on Greenway Road/St Margaret’s Road where local improvements have reinforced the one way system to ensure driver compliance and reduce inappropriate driving behaviour and parking.
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Outside of School Term (midday)

During Term Time (8am)

Term Time (8:40am)

Term Time (3:15pm)

Parking at Various Times on Litchaton Crescent (above) and School Drop Off Locations (below)

Great Woodford Drive (end of school day)

Larkham Lane (Start of School Day)

Margaret’s Road (8:45am)

Greenway Road (8:15am)
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Why a School Travel Plan

The school have identified a number of problems which impact on pupils modes of travelling to school and on pupils safety.

- The one way system and traffic calming measures have helped improve pedestrian safety, but some roads are still used as rat runs to avoid traffic queues on main roads.
- Parking around the school can be a danger to pedestrians and other road users
  - Cars can park on school keep clear zig-zags and double yellow lines
  - Residential drives can be blocked or access restricted by parked cars.

These problems can be exacerbated by the small time period during which most journeys take place creating a concentrated peak period, with the schools’ catchment resulting in many driving, whilst other parents/guardians drive for convenience or as part of another journey for example to work.

The Travel Plan has been in operation for 7 years and some proposed initiatives have been unsuccessful or had unforeseen issues which have led to their withdrawal.

- A walking bus scheme has been previously in place, in conjunction with the Police, but is no longer viable due to lack of volunteer support to accompany children to school.
- A parental shelter had to be taken down as it became the focus of unsociable behaviour out of school hours putting school property and site users at risk

With an increased pupil intake of 30 children, as of September 2015 and an annual increase of 30 children over the next 6 years, the number of children on site will rise to 630 by September 2021. As a result the school is re-focussing its effort to mitigate the impact of greater numbers of children attending the site.
Survey and Results
The school undertake regular surveys of pupil travel behaviour, and in 2015 the following results were collated.

- 53% of pupils walk to school
- 45% are driven – of these the distance (49%) and on-route to work (44%) were the primary reasons for using the car.
- 2% travel by bus.

The numbers driving reflect the current catchment that illustrates 59% live within 10 minutes’ walk, and 18% live over 30 minutes’ walk from the school.
The survey showed almost 50% come from two car families, and that distance and dropping off on route are the largest reasons for driving.
To increase walking the top three cited improvements were:

- Safer places to cross (23%)
- Less traffic (19%)
- Better parking enforcement (18%)
### Target and Action Plan

#### Objective 1: To continue to improve road safety

<table>
<thead>
<tr>
<th>Current Position</th>
<th>Actions</th>
<th>Timescale</th>
<th>Lead Persons</th>
<th>Monitoring/Success Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crossing patrol on Larkham Lane 8:00-9:00, 15:00-15:35</td>
<td>Ensure continuous presence of school crossing patrol on Larkham Lane</td>
<td>Ongoing</td>
<td>Head / Road Safety Team</td>
<td>Head to liaise termly with crossing patrol officer</td>
</tr>
<tr>
<td>Letter to parents Items raised through Neighbourhood Forum</td>
<td>Collaborate with Nursery and Children’s Centre to encourage promotion of road safety to the community</td>
<td>Ongoing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anecdotal evidence and on site observations</td>
<td>Traffic survey around school to identify numbers and location of vehicles and pupils travelling to the school</td>
<td>Annually</td>
<td>Year 6 Staff/Pupils</td>
<td>Survey undertaken and documented</td>
</tr>
<tr>
<td></td>
<td>With evidence from survey identify any necessary improvements through Road Safety Officer and Neighbourhood Forum</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bikeability training undertaken.</td>
<td>Review SEALS/PHSE curriculum and ensure road safety awareness is incorporated in school’s curriculum</td>
<td>Action December 2015</td>
<td></td>
<td>Report to Governors Curriculum Committee</td>
</tr>
</tbody>
</table>

#### Objective 2: Increase Travel Awareness

<table>
<thead>
<tr>
<th>Current Position</th>
<th>Actions</th>
<th>When</th>
<th>Lead Persons</th>
<th>Monitoring/Success Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ensure Links are made with SEALS/PHSE/PE curriculum between healthy lifestyles and consequences/impact of travel</td>
<td>Review June 2014 for Action Sept 2015</td>
<td></td>
<td>Report to Governors Curriculum Committee</td>
</tr>
<tr>
<td>Letter to parents</td>
<td>Involve parents/pupils/staff in surveys and data collection</td>
<td>Each annual survey</td>
<td>Head / Road Safety Team</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Make School Travel Plan available to parents/pupils/staff</td>
<td>Sept 2015</td>
<td>Head</td>
<td>Plan published on web.</td>
</tr>
<tr>
<td>Occasional articles published</td>
<td>Use weekly parent Newsletters to publicise events and ‘Park and Stride’ initiative</td>
<td>Ongoing</td>
<td>Head</td>
<td>Items featured at least termly.</td>
</tr>
</tbody>
</table>
### Objective 3: Reduce car trips and car parking

<table>
<thead>
<tr>
<th>Current Position</th>
<th>Actions</th>
<th>When</th>
<th>Lead Persons</th>
<th>Monitoring/Success Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Liaise with traffic warden re timetable for enforcement of parking regulations</td>
<td>Ongoing</td>
<td>Head/ Road Safety Officer / Traffic Warden</td>
<td></td>
</tr>
<tr>
<td></td>
<td>When appropriate use weekly parent Newsletters to publicise Travel Plan initiatives</td>
<td>Ongoing</td>
<td>Head</td>
<td>Items featured at least termly.</td>
</tr>
<tr>
<td></td>
<td>Encourage car sharing to school through newsletter</td>
<td>Ongoing</td>
<td>Head</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Monitor parking restrictions and their need around the school</td>
<td>In conjunction with annual survey</td>
<td>Head / Police</td>
<td>Annual report to Governors</td>
</tr>
</tbody>
</table>

### Objective 4: Encourage sustainable travel modes

<table>
<thead>
<tr>
<th>Current Position</th>
<th>Actions</th>
<th>When</th>
<th>Lead Persons</th>
<th>Monitoring/Success Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bikeability training for Year 6</td>
<td>Participate in Walk to School Weeks</td>
<td>Ongoing</td>
<td>Head/ Road Safety Officer / Traffic Warden</td>
<td>Report to Building and Sites Committee</td>
</tr>
<tr>
<td>Children in Y6 successfully completing Bikeability training encouraged to cycle to school</td>
<td>Bikeability training extended to Year 5 children</td>
<td>Autumn term 2015</td>
<td>Head</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Encourage safe cycling to school through ‘safe cyclist’ permit for those children in Y6 and 5 completed Bikeability training</td>
<td>December 2015</td>
<td>Head</td>
<td>Proportion of those cycling to school increased</td>
</tr>
<tr>
<td></td>
<td>‘Park and Stride’ established from ‘Unicorn’ carpark</td>
<td>Autumn 2015</td>
<td>Head/ Sustrans Coordinator</td>
<td>Report to Building and Sites Committee</td>
</tr>
<tr>
<td></td>
<td>Increased capacity for cycle storage in container in line with greater number of children in Y5 and 6 completing Bikeability training</td>
<td>Autumn 2015</td>
<td>Site Manager</td>
<td>Report to Building and Sites Committee</td>
</tr>
</tbody>
</table>
Parking Management Plan

The planning permission for the school expansion required a car parking management plan to be put into place. The aim of the Plan is to ensure that parking supply is recognised as a tool in influencing travel choice, and that a space is not an automatic right but the demand needs to be managed to ensure appropriate use by those most in need reflecting the on-site constraints and operational needs of the school and access its staff require.

Many teachers work hours that can be unsociable due to after school events and travel some distance with the need to carry materials from books to lesson materials. As part of the Management Plan, and as a supplementary planning condition, the school is also required to segregate vehicle and pedestrian movements. This is a particular challenge with parking provided around the school buildings and vehicles necessarily have to cross the paths taken by pupils to and from their point of access.

The Plan therefore proposes the following measures to be adopted by the School.

- Parking on site is restricted to visitors, principal staff and deliveries.
- Parking to the rear parts of the school is to be assigned to those staff on site for the best part of the school day. No movement is to be allowed 10 minutes either side of the start/end of the school day to allow for pedestrian priority to these areas. Similarly movements during the school day when pupils maybe in the play area (eg lunchtime) is to be restricted to essential movements.
- Visitor parking is to the front of the school as identified on the plans
- Additional cycle parking is to the northern edge (closest to Litchaton Crescent) within the container providing shelter for bikes (photos taken during installation).
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- All staff wishing to park in the car park must register their car with the school. The school will keep a record of number plates and owners, this will not only help in ensuring that only staff park in the designated bays but it will be useful in the event that a driver needs to be contacted in an emergency or if they have left their lights on. Visitors will be required to log their registration number on arrival at the school reception.

- As per the Travel Plan, staff will be encouraged to consider the feasibility of car sharing to reduce parking demand. Priority for car sharing staff on site will be considered where demand allows.