

Gagle Brook Primary School

School Travel Plan

Prepared by:
Alan Derry (Principal) / Angela Smith / Rob Fellows
(Community Travel Planner / Cherwell District Council / Parent)
January 2019
Review date: April 2019

Key Facts about Our School

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School Travel Plan Coordinator: Alan Derry
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DfE Number: 931/2014

Planning reference number: County Council Ref.R3.0139/14

Date of occupation: School opened to new pupils September 2018. Community use of building commenced January 2018.

Opening times (excluding any extended schools activities):

Monday – Thursday	8.45 – 3.15
Friday	8.45 – 1.00

On Fridays, parents are encouraged to stay in school for an hour to participate in an open school session.



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1.0 Ethos and Ambition

1.1 Aims of the school travel plan

The White Horse Federation (TWHF) is passionate about the well-being of its pupils at school and the community it serves. We are aware that the way children, staff, visitors and community users' travel can have an effect on their health, the environment and the quality of life for the residents or local businesses in the area of the school. All children and their parents, school staff, visitors and community users will be informed of the travel options available to them for their journeys to school, via information on our website, at induction sessions and other regular communications.

The Travel Plan will be updated on an annual basis. Monitoring and ownership of the Travel Plan is joint between the Gagle Brook School Travel Plan Co-ordinator (hereafter "School TPC"), and A2Dominion Elmsbrook Travel Plan Co-ordinator (hereafter "Elmsbrook TPC").

1.2 Why we need a Travel Plan

We want to minimise the impact of vehicle traffic on the local and national environment by reducing the number of visitors, community users, pupils and staff who travel to the school by car.

Children who do not walk to School regularly are unlikely to have good road safety awareness or learn how to cross roads safely. They are also more dependent on their parents/ guardians and less likely to be fit and healthy.

If we aim for the greatest number of pupils, parents, staff and visitors walking and cycling to School; there will be benefits for the health of the School community and environment surrounding the School. The likelihood of congestion, risk of accidents and pollution will be reduced.

If travel issues are more closely linked to the curriculum, pupils, parents and staff are more likely to make more informed and safer travel choices on the journey to/from the School. The activity occurring at the beginning and end of the School day when pupils are being brought and collected from School will be safer and better managed and will not have an adverse impact on local residents.

The Government, Oxfordshire County Council (OCC) and Cherwell District Council (CDC) have policies, which seek to encourage use of sustainable forms of transport – walking, cycling, and public transport – and less use of the car, to address problems caused by traffic congestion. The School Travel Plan will ensure that the policies of the School fit with broader policy objectives.

Gagle Brook Primary is the first School to be built as part of a vibrant flag ship development in North West Bicester - and will be the first School of its type in the UK. As a school we will use the ten One Planet Principles as a benchmark for all our activities and work as part of the Bicester Community to promote the idea that living sustainably should mean a better quality of life.



1.3 Wider TWHF values

TWHF is unique and we are very proud of the achievements of all of our schools in providing seamless provision for the community. It is fully committed to the well-being of its pupils at school and welcomes this opportunity to continue this ethos to the school journey. We recognise that each of the schools in the Federation has its own specific challenges in terms of location, catchment and ability for each child to travel to school sustainably. We recognise that parents have the right to choose how their children travel to school but we also encourage parents and carers to embrace the fact that walking and cycling can have many benefits for their health, the environment and can help to alleviate traffic congestion at the school gates morning and afternoon.

Although the school is not responsible for children during the journey to and from school, we aim to do all that we can to support parents to ensure the children have a safe route to school during these times.

Our commitment to promoting more sustainable modes of travel to our communities is of high importance. We know that through promoting healthier choices of travel to pupils and staff, visitors and community users we will increase well-being and support a shift towards achieving a 'One Planet' community.

2.0 Baseline Position

2.1 Existing Situation

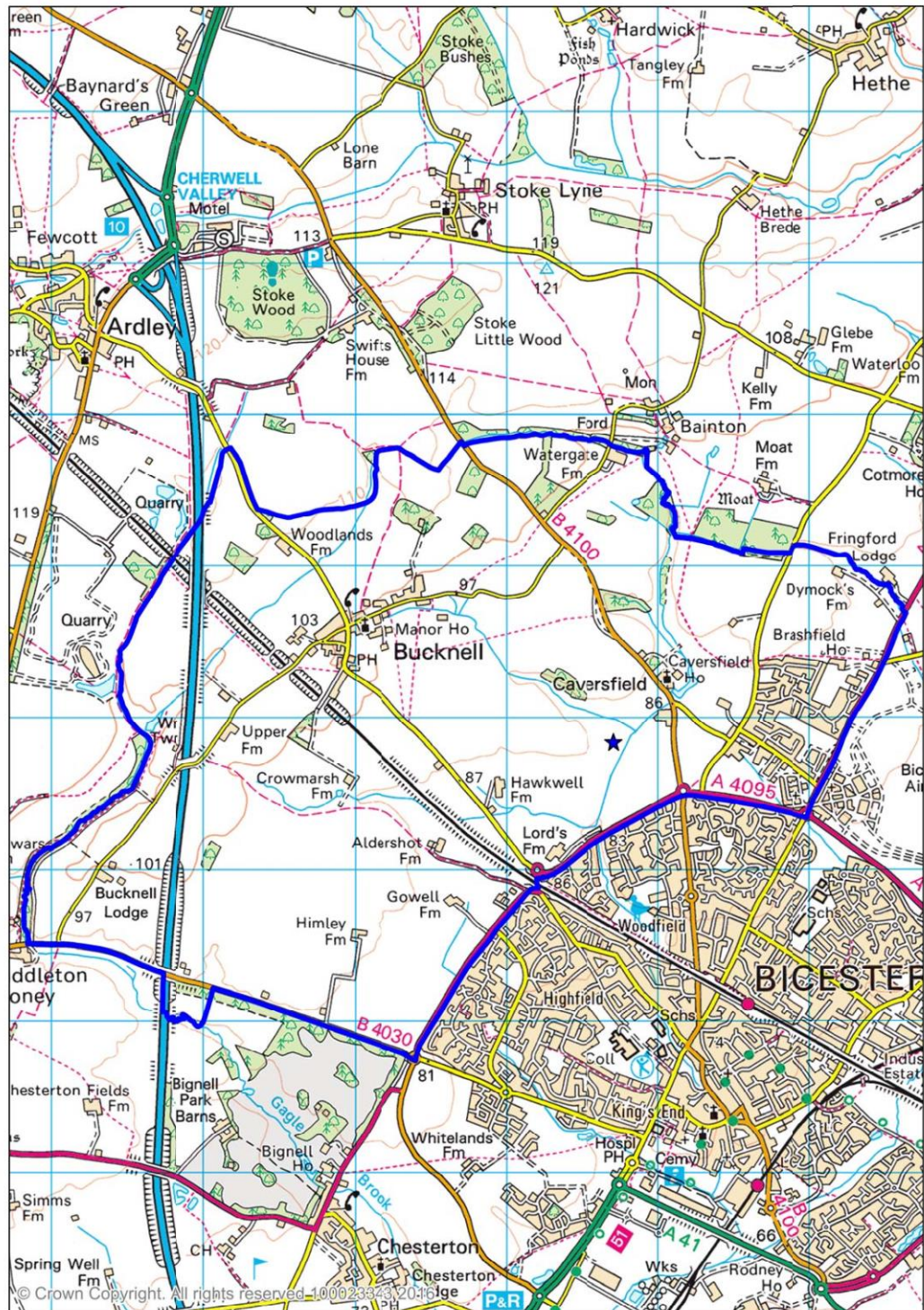
Gagle Brook Primary School opened to its first intake of pupils in September 2018. This first intake comprises of 18 reception children and 14 nursery children. The catchment area for the school is shown in **Figure 1**. From September 2018, 1 teaching staff and a further 4 support staff will be based at the school. This is in addition to 2 staff already in position to support the wider use of the building by community groups.

The expansion of the school will occur gradually and when fully occupied there will be 480 pupils on the roll aged between 3 and 11 years and the School will have 70+ members of staff including support staff.

The School has a Multi-Use Games Area (MUGA) and sports pitch that is available for clubs in the community. The school opened for the use of community groups in January 2018 and is currently in use Monday to Saturday. Current users include a dance and theatre school, yoga class and scout and guide groups.

Figure I: designated Catchment Area for Gagle Brook Primary School

Designated Area and approximate location of Gagle Brook Primary School, Bicester



2.2 Description of the School

Gagle Brook Primary is located within the Elmsbrook housing development of the North West Bicester Eco-Town Project. **Figure I** shows the approximate location of the school (marked with a blue star) within the context of Bicester.

The School has three main points of entry which will be used by parents, pupils, staff, visitors and community users. A shower is available for staff use.

Journeys made during the school day will be planned in advance for trips and visits for the children in the school involving coaches and minibus travel. Coaches and minibuses will use the pick-up and drop off bay opposite the main entrance. To alleviate any pressure on car parking spaces and to stop any overlap between deliveries at the start and end of the school day, access for delivery vehicles will be restricted to between 9 and 12 and between 1pm and 2:30pm or after 3:30pm.

The school has sought to establish and maintain good relationships with neighbours. We liaise with the Elmsbrook TPC, local and district councillors and Elmsbrook residents association to ensure that our plan tallies with the present and future plans for the development. The school is used as a base for Electric Car/Bike Information Days.

2.3 Staff Travel

Table 1 provides an overview of the origins of the initial intake of staff.

Table 2 shows staff Arrival and Departure times.

Table 1

Station	Origin	Most frequent mode	Typical Frequency (Monday to Friday)
Site Manager	Elmsbrook, Bicester	Walk	2 x daily
EYFS Practitioner	Bicester	Walk	1 x daily
EYFS Practitioner	Bicester	Walk	1 x daily
EYFS Practitioner	Bicester	Car	1 x daily
1-1 SEND Support Assistant	Bicester	Bike	1 x daily
Extended School Play Leader	Elmsbrook, Bicester	Walk	2 x daily
Extended School Play Worker	Elmsbrook, Bicester	Walk	2 x daily
Principal	Ambrosden, Oxon	Bike/Electric Car Hire	1 x daily
Senior IT technician	Swindon	Car	1 x week

Table 2

Site Manager	7:00am	9:30am	2:30pm	6:00pm
EYFS Practitioner	8:00am	5:00pm		
EYFS Practitioner	9:00am	10:00am		
EYFS Practitioner	8:45am	3:15pm		
1-1 SEND Support Assistant	8:15am	5:00pm		
Extended School Play Leader	7:15am	12:00pm	3:00pm	6:15pm
Extended School Play Worker	7:15am	11:30pm	1:00pm	6:15pm
Principal	7:00am	6:15pm		
Senior IT technician	8:30am	4:00pm	Wednesdays only	

There is only, to date, Wrap Around care before and after school – no other specific clubs. Due to the ages of the children, this is not envisaged to change any time soon. When this changes, in future Years, subsequent surveys at times of new student arrivals should include detail of the timings of each club, and approx. attendance.

(NB: The travel per day, and whether at standard school times or Wrap Around at one or both ends, was included in the survey reported in Section 2.4 below – and the figures quoted include all this data.)

2.4 Parent/Pupil Travel

A detailed Survey of the actual Travel Arrangements of 30 Parents (for the 32 Children) was undertaken during the first term of operation, as directed by Cherwell District Council, in order to: (a) establish the true initial baseline from which to set targets, (b) predict the potential range of travel statistics and requirements in future years, as the school grows in size, and (c) determine any methods by which we might better enable Parent/Pupil travel to use sustainable modes of transport as their preferred option.

At the time of analysing the Survey returns for inclusion in this Travel Plan, 26 out of the 30 Parents had replied, covering 28 out of 32 Pupils (88%).

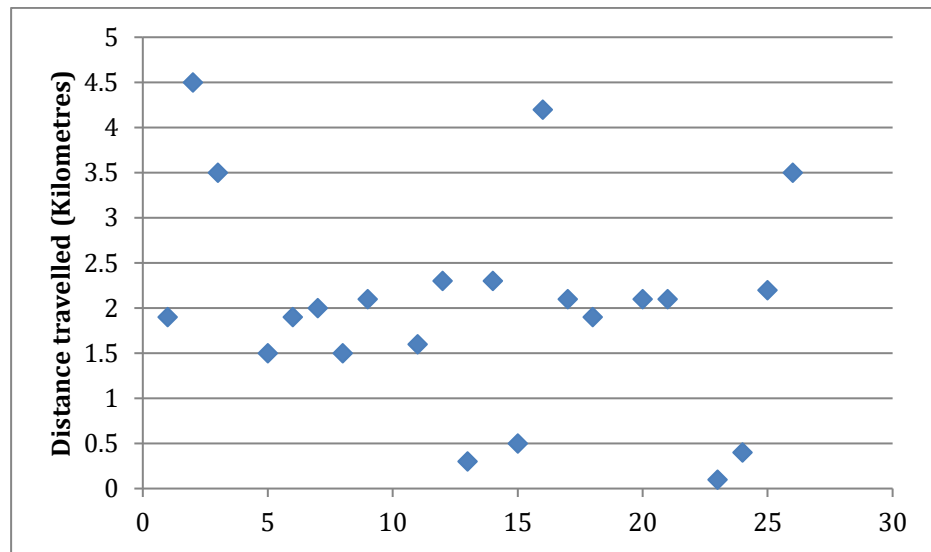
A. Distance travelled to and from Gagle Brook School

The average distance travelled in one journey by parents/pupils is 1.9 kilometres, or 1.2 miles. This is because, while eventually the school might be mostly attended by children of Elmsbrook and wider NW Bicester Ecotown residents, due to the initial growth of the estate, the September 2018 intake of pupils are mostly from outside of Elmsbrook. This is evidenced by the scatter plot of actual distances travelled, shown in **Figure 2**, and from analysing the breakdown of average distances travelled per Bicester housing estate, as detailed in **Table 3**:

Table 3 Summary of parent origins

Estates travelled from:	No. of Parents	Percent	Mean Distance (km)	Mean Distance (miles)
Elmsbrook	6	23	0.4	0.3
Caversfield	10	38	2.1	1.3
Bure Park	2	8	1.5	0.9
Southwold/centre	4	15	1.7	1.1
Kingsmere	2	8	4.4	2.8
Glory Farm	2	8	3.5	2.2

Figure 2: Scatter plot of actual distances travelled by Gagle Brook pupils



B. Transport Method summary

Table 4 gives the percentage breakdown – over all journeys throughout the week – of different transport modes used for drop-off and collection:

Table 4 Existing Modal Shares

Car	56%
Walk	29%
Cycle	14%
Bus	1%

Comments received in the survey regarding the journey to school included:

- “I have to be at work by 0840 so impossible to walk or bus.”
- “My child cannot walk the distance and there is no convenient bus route.”
- “We live a long way from school and commute to work directly after drop off.”
- “I drop 2 kids to different places then have to go straight on to work.”
- “3 miles – little legs get tired!”
- “They need to (re-)install bus service around Caversfield.”
- “If weather bad, would prefer to drop off at school gate.”
- “I would do Park and Stride only if there is dedicated parking that does not impact residents.”

The remainder of section 2 provides details regarding local Public Transport and related services and currently of potential relevance.

2.5 Parking Provision

There are 15 car parking spaces, 3 of which are allocated for disabled use only and a further 3 for car sharing. These spaces are dedicated for staff and visitor use. There is a plan to install 3 electric charging point spaces. See **Appendix A**.

There is currently a “zero tolerance” Parking Enforcement measure on the roads around the school. As such parents have received fines during the school’s first term of opening, and information and strategies are being developed to manage the demand and location of parking, including ‘Park and Stride’ and ‘Walking Bus’ schemes. This is detailed within the Action Plan (see **Sections 3.3 to 3.7**).

2.6 Bus Services

The E1 bus service operated by Greyline Coaches stops adjacent to the school site. The service links Elmsbrook with Bicester Town Centre and Bicester Town Station, routing via Banbury Road and Bicester North Station. The service operates on a 30 minute frequency during the daytime, Monday to Saturday. The first bus arriving at Gagle Brook School is at 0708. Full details of the route and timetable are attached as **Appendix B**.

The X5 express bus service routing between Cambridge and Oxford (via Milton Keynes, Buckingham and Bicester) can be boarded approximately 1.5km from the school. The locations of the nearest stops are shown on **Figure 3**.

Figure 3: X5 stops in Bicester



2.7 Rail Services

Bicester North Station and Bicester Town Station are 2.4km and 3.8km from the school, respectively. Both stations are accessible using the E1 bus service. **Table 5** provides a summary of direct services and typical journey times and frequencies.

Table 5 Summary of direct rail services

Station	Typical Journey Time	Typical Frequency (Monday to Friday)
Oxford (Bicester Town)	24 minutes	Every 30 minutes
Oxford Parkway (Bicester Town)	8 minutes	Every 30 minutes
Islip (Bicester Town)	7 minutes	Hourly
Birmingham (Bicester North)	1 hour and 5 minutes	Hourly
Banbury (Bicester North)	12 minutes	2 per hour
King's Sutton (Bicester North)	10 minutes	Hourly

2.8 Walking and Cycling Routes

A 20mph speed limit is in place within Elmsbrook. There is a segregated cycle and pedestrian route connecting Charlotte Avenue with the existing built up area of Bicester. This is 3m wide. Toucan crossings are in place at the roundabout junction with the A4095. This route provides for direct access to the existing segregated cycle route on Banbury Road.

There are sheltered bicycle parking (with bars to lock against) provided inside the school gates (20 cycles) and outside by the car park (10 cycles); plus a further 2 cycle spaces at the bus stop opposite the school, 6 cycle spaces at the bus stop opposite the proposed Park & Stride parking location, and a significant amount of fencing around the “village green” in front of the school (which could be used if the above were all full). For the sheltered parking, 1 scooter would take the space of 2 cycles.

3.0 Objectives, Targets and Actions

3.1 Objectives

The objectives of the School Travel Plan are to encourage the Gagle Brook Community to:

1. Be healthy and sustainable; encourage more travel to/from Gagle Brook Primary School by healthier and more sustainable means, particularly by walking, cycling or scooters and less travel by car;
2. Be safe on the journey to and from Gagle Brook Primary School; promote good road user behaviour on the routes to the School and ensure the best possible road safety conditions immediately outside the School gates;
3. Be more aware of transport and travel issues; promote the health and environmental benefits of using sustainable forms of transport and make the School Travel Plan part of the curriculum;
4. Actively manage parking demand and use to ensure safe access for children and adults.

3.2 Targets

The Travel Plan for the NW Bicester Exemplar site (Elmsbrook) identifies the long term target for school journeys made to the site - **no more than 20% of pupils will arrive at school by car on a typical school day.**

This is based on the assumption that towards 80% of journeys will in the longer term be travelling from within the estate itself, i.e. by foot or cycling. Within this initial development phase, only 23% of journeys to the school are made from within Elmsbrook. All of these (0.2 to 0.5 km) are reported in the Survey as being made on foot. The remaining 77% of pupils live at least 1.5 km away, some as much as 4.5 km away. The largest contributing catchment estate is Caversfield, 38% of journeys, at an average of 2.1 km distance.

These statistics are indicative of two things: (1) that Elmsbrook is a growing estate, with only ~150 homes completed and occupied at the point the school opened (September 2018), and there are very few 3-5 year olds living on the estate so far; (2) that parents living elsewhere in Bicester have been attracted to Elmsbrook by its One Planet Values (see **Section 3.4**), and wish their children to be brought up with these – even if circumstances mean that in some cases they cannot (initially) live close enough to the school to avoid travel by car.

For journeys made from outside Elmsbrook, around 25% are cycling from the nearer estates, almost 75% by car, and a few by bus/foot. Parents travelling mostly by car made comments on the Survey such as: “I have to drop my older child to another school and then go direct to work: time is tight...” or “It’s just too far to walk or safely cycle with such a young child.”

It has also been noted that there is currently no bus service going through the main parts of Caversfield which could service school attendees from there. Pupils from Kingsmere and Glory Farm would currently have to take 2 buses via the centre of Bicester – which is unlikely to be practical with 3-5 year olds.

As such an initial first year target of **50% by non-car modes**, based on the identified baseline of 56% has been established and appropriate measures to achieve this are set out in **Section 3.3** in the ‘First Year Action Plan’. As Elmsbrook grows in subsequent school years, this target can gradually be reduced to the long-term goal of **20% by non-car modes**, as the pupil home demographic changes.

Some future effort should therefore be focussed on provisions which could reduce this further in subsequent years, i.e. as the school grows by 25-30 pupils each year and the proportion travelling from within Elmsbrook gradually increases – this is analysed in **Section 3.5**.

Elmsbrook also has the wider target requiring that “**peak hour car mode shares not to exceed 30%**” for school journeys.

Staff travel is likely to provide minimal contribution (see **Section 2.3**), although it is recognised that use of the school by other groups using the facilities may also contribute to peak hour travel demand and additional measures have been identified with respect to this wider use of the school building.

Summary of Initial Targets:

1. **No more than 50% of pupils will arrive at school by car on a typical school day (or on average across all journeys made).**
2. **Peak hour car mode shares not to exceed 30%.**

3.3 Actions – Year 1

Actions have been identified for the first year that the school is open, recognising that this initial intake of children within the youngest age groups presents a special case. These are shown in **Table 6**. Further travel plan initiatives will be developed in 2019 in advance of the intake of more children and a potentially wider age range.

In the school year beginning September 2018, the school intake comprises of children aged between 3 and 5 only, and as such will be accompanied on the journey to school by a parent or carer. Age-appropriate measures have therefore been identified for this first year at the school.

Table 6 First Year Action Plan

Target/Objective	Actions	Timescale	Persons Responsible
No more than 50% of pupils travelling to school by car	All parents to receive personalised Travel Planning Advice (see detail below)	Ongoing	School TPC
	Recruitment of parents and staff to further champion sustainable travel	September 2018 / ongoing	School TPC
	Inclusion of travel information and policy within school prospectus	May 2019	School TPC
	School Travel Information displayed in the school	Ongoing	School TPC
	Travel awareness in the curriculum and assemblies	From September 2018	School TPC / Teaching staff
Peak hour car mode shares not to exceed 30%	All staff to receive Personalised Travel Planning Advice (see detail in Section 3.4)	August 2018 / Ongoing	School TPC
	Consider a Car Park Management Plan, a Cycle Policy, Regular communications with neighbours and the establishment of a Park and Stride scheme. Staff car share bays to be marked on the car park.	November 2018 / Ongoing	School TPC / Elmsbrook TPC
	External organisations using the school site to be provided with travel & parking information	October 2018 / ongoing	School TPC / Facilities Manager
	Sustainable travel information to be available via school website	November 2018 / ongoing	School TPC

	Sustainable Travel Information to be provided within correspondence with future users: content to be shown for this is in Appendix C	October 2019 / January 2019 (delivered in refresh due of website) / Ongoing	School TPC / Facilities Manager
	Engagement with user groups	August 2018 / ongoing	School TPC / CDC Community Travel Planner / Grayline Coaches Point of Contact / Elmsbrook TPC
Managing parking	Park and Stride scheme from Phase I of Elmsbrook	January 2019	School TPC / CDC Community Travel Planner / Elmsbrook TPC
	Walking Bus set up to help with Park and Stride solution	January 2019	School TPC

3.4 Personalised Travel Planning

The small initial intake of children provides the scope for direct discussions between the School TPC and parents regarding travel choices. Initial discussions were held during Home Visits carried out in August 2018, to all new starter parents, and a further set are being carried out in December 2018 for 8 new starters in the Nursery year, in January 2019.

These discussions enabled the School TPC to clearly outline the Sustainable Travel aims of the school, as part of the One Planet Principles of the school, and detailed in this travel plan, and to offer detailed advice on the available options for the journey to school. The August 2018 visit discussions found unilateral strong support from all parents for the One Planet Principles and Sustainable Transport values, and that these were a significant part of the attraction of the school, and decision by parents to send their children to a brand new school, Gagle Brook.

(However, desire by these families to follow the values cannot necessarily be instantly put into practice – where living in estates 2-5 km away from the school, drop-off and collection of 3-4 year old children by car may be unavoidable – but NB: Elmsbrook bus schedules are due to change in May 2019, and options should be considered for this.)

The Coordinator used these discussions, and will use each subsequent opportunity, to understand the demand for further initiatives which can assist parents with their travel needs - such as the Park and Stride and Walking Bus schemes incorporated into the Year 1 Action Plan (see **Table 6**), and described in **Sections 3.5 and 3.6**.

The same is true for school staff – as illustrated in **Table 1**. Each new member of staff will be informed of the aims of the school travel plan in the context of the wider ethos of the school. Staff will be advised of sustainable travel options available as appropriate to their needs. This may include information on public transport, car sharing, use of the site car club vehicle, access to cycle training.

3.5 Park and Stride

A Park & Stride scheme is ideal for families living too far away from school to be able to walk. It is a simple solution and means that children at least walk some of the way to and from school. It is also good for parents who have to drive on to work. From questions in the Survey, this was widely supported by parents of children from outside Elmsbrook, and would be used by 81% of parents surveyed. Discussion is ongoing with Councillors and A2Dominion regarding where the Parking spaces for this could be located – as there are only a few Visitors spaces on the estate, a larger area is required within five minutes' walk (for a 3-5 year old).

3.6 Walking Bus

A Walking Bus is a fun, healthy, safe and sustainable way of travelling to school. Powered by good, old-fashioned legwork, the children and volunteers walk in a group along a set route, picking up or dropping off 'passengers' at specific 'bus stops' on their journey to and from school. From questions in the Survey, this was also widely supported as a good idea, and so far, 14 Parents have volunteered to help if this is set up as part of the Park and Stride solution.

3.7 Actions – Longer Term

Table 7 provides an overview of measures which may be implemented as the school roll becomes more complete.

Table 7 Longer Term Action Plan

Bikeability annual cohort Bikeability is 'cycling proficiency' for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads.	Bikeability level 1 (year groups 4/5/6) Bikeability level 2 (year groups 5/6)
Liaison with Grayline buses Regarding any changes to bus timings and routes which might provide a better Sustainable Transport option for pupils travelling to Gagle Brook	April 2019 (for May 2019 timetable change) / Ongoing
Gradual reduction of Target 1 – Max. % by car While initially set to be high but realistic at 50%, this can be reduced from in line with increasing percentage Elmsbrook resident attendance. The aim should be to reach 20%, if possible, by the time all Phases of the estate surrounding the school have been completed; or around the time all Primary year groups exist (Year 7, i.e. 2024-5).	September 2019, and then annually
Road Safety Education	
Promotional Campaigns Participation in wider schemes to promote walking	e.g. Walk on Wednesdays (WOW) Walk to School Week – older years
Travel awareness in the curriculum including hands up survey on how the children travel to school	September 2018 onwards
Junior Travel Ambassadors Scheme	Pupil intake dependent – Autumn term following KS2 intake
Transition arrangements agreed with secondary school	For year 6s
Parking enforcement campaigns	Only as necessary

NB: as an extension of 'Gradual reduction of Target 1 – Max. % by car' above, the parking space provision requirement will also change according to the travel demographic changes – and this will need to be accounted for in changes to Park and Stride space locations, and in provision of a larger car park when the proposed "second half" of the school is eventually built on the land beyond the end of Cranberry Avenue.

Liaison with multiple parties (OCC, CDC, A2Dominion, TWHF, and local residents) is already underway as part of these, with initial discussions planned for January 2019. It is proposed here that initial calculations for Years 2-7 (i.e. 2019-20 up to 2024-5) are performed as part of that work, and included in the April 2019 review of this document, when more information is available.

4.0 Monitoring and Review

The School TPC will review the travel plan objectives, targets and actions on a termly basis.

The School TPC will be responsible for undertaking an annual travel survey of pupils, staff and visitors providing modal share data. The data will be used to determine whether the mode share targets have been met. The survey may consider mode shares across the week acknowledging that mode of travel may not be consistent across the week (e.g. parents working from home part of the week may be better able to walk and cycle on those days).

The School TPC will prepare a short report summarising the results of the survey and actions taken for Oxfordshire County Council, Cherwell District Council, Parents and Staff.

In the event that the School Travel Plan is shown to be underachieving on the indicators then remedial action will be taken to help to get it 'back on track' e.g. additional 'walk to school' weeks, an incentive scheme for staff car sharing, linking our community users into the Elmsbrook TPC, etc.

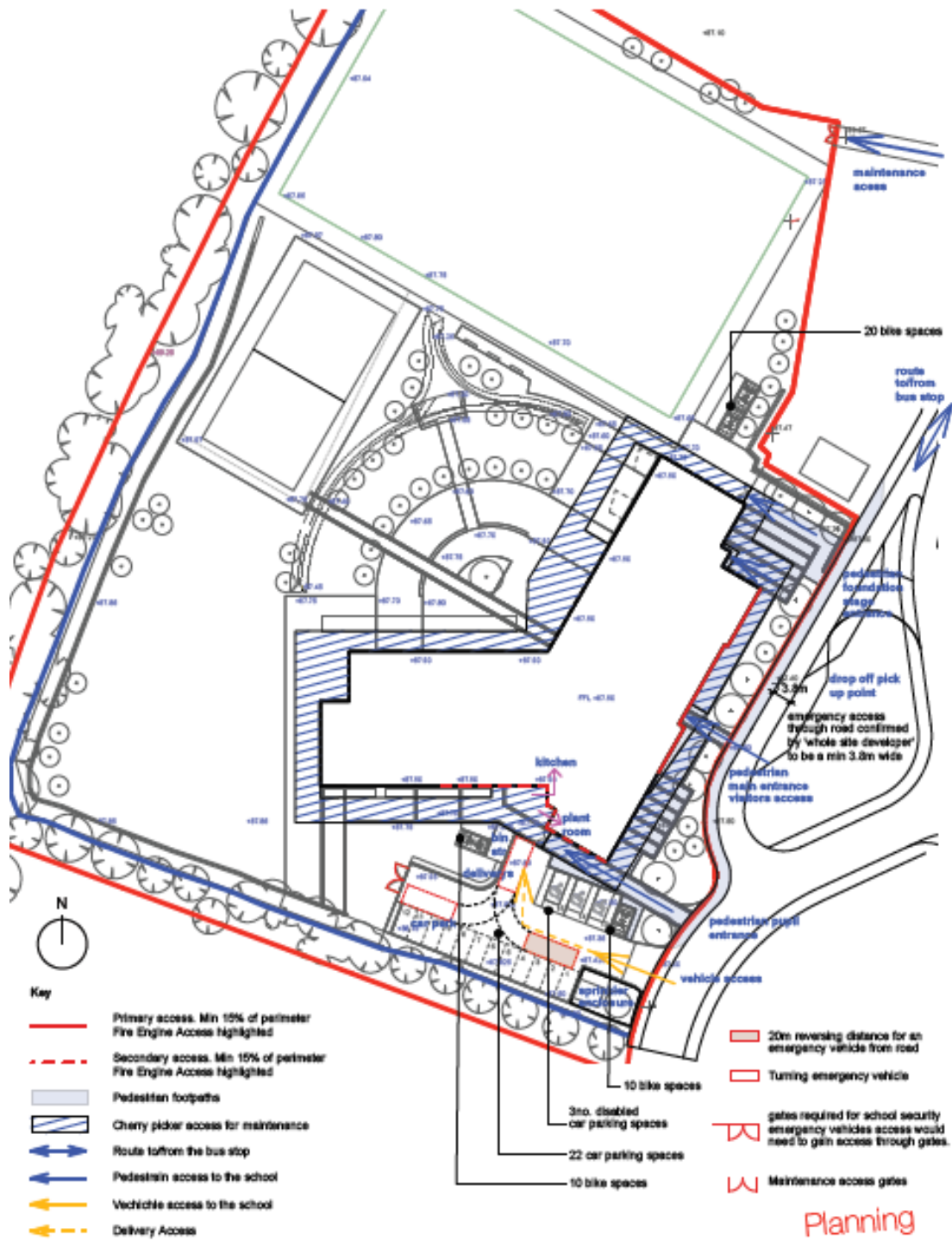
5.0 Approval and Ownership

We will carry out a full pupil, staff, visitor and community travel survey in April 2019 and this will be the responsibility of Mr Alan Derry (Principal).

Table 7 Confirmation of approval of the Travel Plan

	Signature	Print name	Date
Principal & School TPC		Alan Derry	January 2019
Elmsbrook TPC		Matthew Shuttleworth	January 2019

APPENDIX A – School Boundary Plan

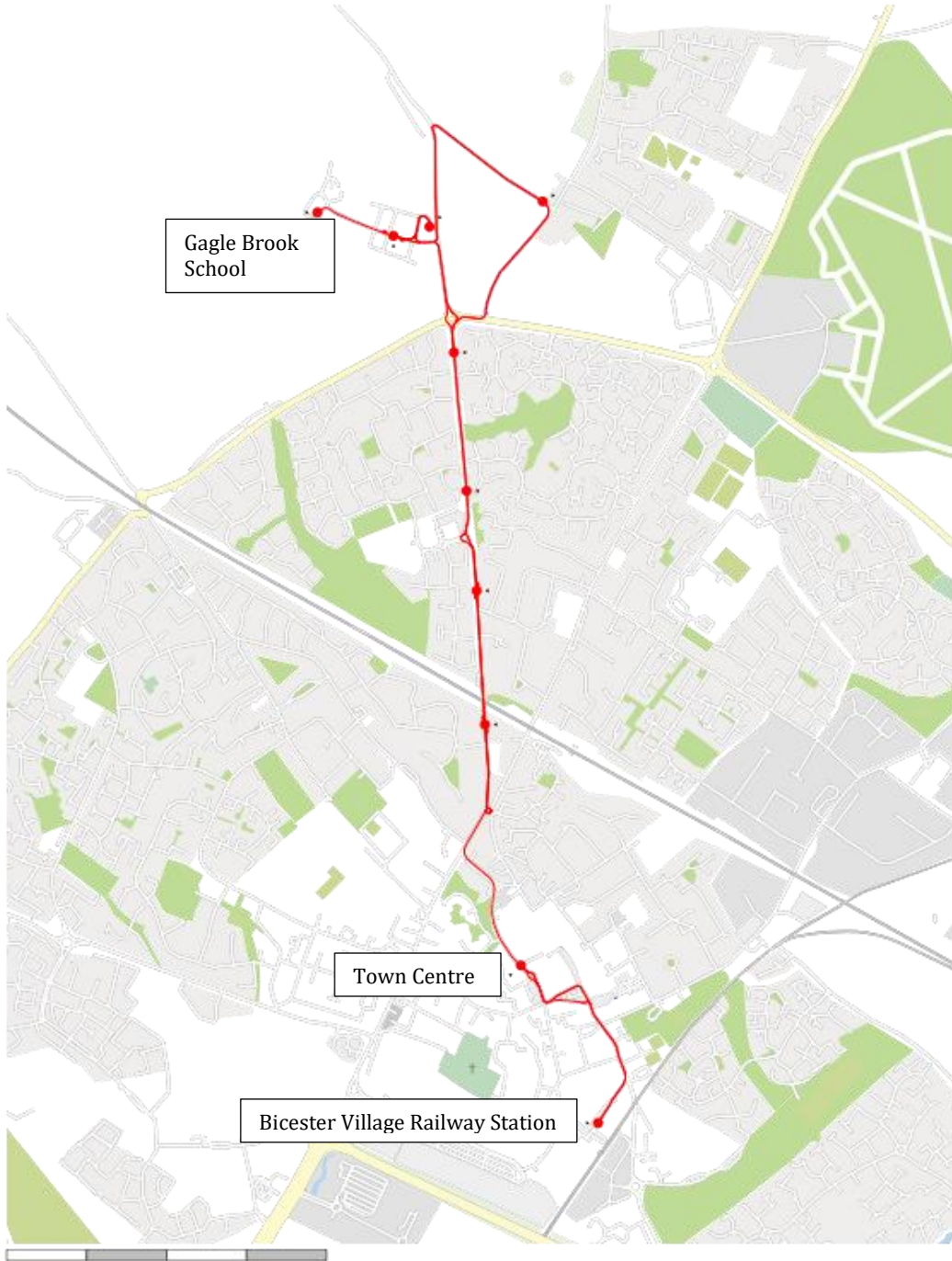


- Key**
- Primary access. Min 15% of perimeter
Fire Engine Access highlighted
 - - - Secondary access. Min 15% of perimeter
Fire Engine Access highlighted
 - Pedestrian footpaths
 - Cherry picker access for maintenance
 - ⇄ Route to/from the bus stop
 - Pedestrian access to the school
 - Vehicle access to the school
 - - - Delivery Access
 - 20m reversing distance for an emergency vehicle from road
 - Turning emergency vehicle
 - ⌋ gates required for school security emergency vehicles access would need to gain access through gates.
 - ⌋ Maintenance access gates

Planning

<p>Glower Primary School</p> <p>Site Access Plan</p> <p>Phase 1</p>	<table border="0"> <tr> <td>REV</td> <td>DATE</td> <td>BY</td> <td>CHKD</td> <td>DESCRIPTION</td> </tr> <tr> <td>01</td> <td>02/02/2024</td> <td>AM</td> <td>AM</td> <td>Issue for Planning</td> </tr> <tr> <td>02</td> <td>02/02/2024</td> <td>AM</td> <td>AM</td> <td>Revised for Planning</td> </tr> <tr> <td>03</td> <td>02/02/2024</td> <td>AM</td> <td>AM</td> <td>Final Design</td> </tr> </table>	REV	DATE	BY	CHKD	DESCRIPTION	01	02/02/2024	AM	AM	Issue for Planning	02	02/02/2024	AM	AM	Revised for Planning	03	02/02/2024	AM	AM	Final Design	<p>Drawing No: 6244 D 7403</p> <p>Sheet No: A</p> <p>Project Name: Planning</p> <p>Design Developer: whitecalvesian</p>
REV	DATE	BY	CHKD	DESCRIPTION																		
01	02/02/2024	AM	AM	Issue for Planning																		
02	02/02/2024	AM	AM	Revised for Planning																		
03	02/02/2024	AM	AM	Final Design																		

Appendix B – EI Bus Information



Mondays to Saturday (except Public Holidays) Starts from Tuesday 3rd May 2016

E1

E1 is a hail and ride service, stopping anywhere where it is safe to do so

	NS	NS											
ELMSBROOK NW Bicester	0630	0710	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	
Banbury Road	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Manorsfield Road*6" Arrive	0642	0722	0814	0844	0912	0942	1012	1042	1112	1142	1212	1242	
Manorsfield Road*6" Depart	0645	0725	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	
Market Square	▼	▼											
Bicester Village Station Arrive*	0649	0729											
Bicester Village Station Depart *	0655	0740											
Market Square	▼	▼											
Manorsfield Road*8" Arrive	0659	0744											
Manorsfield Road*8" Depart	0700	0745											
Banbury Road	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
ELMSBROOK NW Bicester	0708	0753	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258	

											NS	NS
ELMSBROOK NW Bicester	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1845
Banbury Road	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Manorsfield Road*6" Arrive	1312	1342	1412	1442	1515	1545	1615	1645	1715	1745	1814	1857
Manorsfield Road*6" Depart	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1815	1900
Market Square											▼	▼
Bicester Village Station Arrive *											1819	1904
Bicester Village Station Depart*											1825	1910
Market Square											▼	▼
Manorsfield Road*8" Arrive											1829	1914
Manorsfield Road*8" Depart											1830	1915
Banbury Road	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
ELMSBROOK NW Bicester	1328	1358	1428	1458	1528	1558	1628	1658	1728	1758	1838	1923

NS - Not Run on Saturdays
 * - Busses for Bicester Village Station set down & pick up on London Road (Station Forecourt)

Welcome to Grayline E1 service serving Elmsbrook, NW Bicester.

Elmsbrook is an exciting new development of 2, 3, 4 and 5 bedroom homes built to the highest specification and eco-standards.

Each home has been meticulously planned to offer all the benefits of contemporary sustainable living.

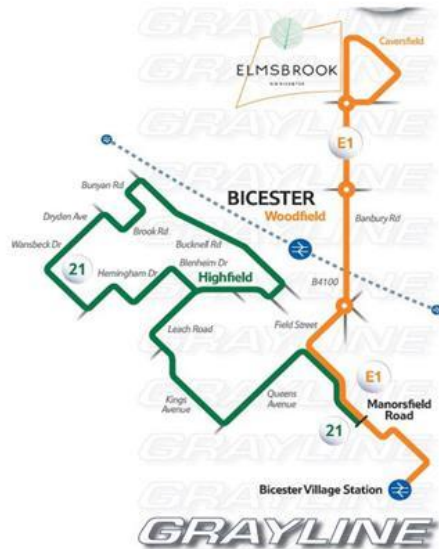
Surrounded by nature and with extensive green spaces throughout, Elmsbrook offers you the opportunity to live a truly enviable lifestyle.

Our bespoke E1 bus service is designed to support sustainable travel across the town and uses a high specification low carbon vehicle.

www.fabrica.co.uk/Elmsbrook



ELMSBROOK
 N.W. BICESTER



Tel: +44 (0) 1869 244 610
 Fax: +44 (0) 1869 241 715
 Email: sales@grayline.co.uk

Appendix C – Information prepared for Gagle Brook’s Website

The School TPC prepared the following for the website, <https://www.gaglebrook.org.uk/>, in October 2018 – as of December 2018, this information is not currently visible: it should be made so when the website refresh update is made, early in 2019.



Traveling to and from Gagle Brook Primary School

The White Horse Federation (TWHF) is passionate about the well-being of its pupils at school and the community it serves. We are aware that the way children, staff, visitors and community users’ travel can have an effect on their health, the environment and the quality of life for the residents or local businesses in the area of the school. All children and their parents, school staff, visitors and community users will be informed of the travel options available to them for their journeys to school, via information on our website, at induction sessions and other regular communications. The Travel Plan will be updated on an annual basis.

Bus Services

The E1 bus service operated by Greyline Coaches stops adjacent to the school site. The service links Elmsbrook with Bicester Town Centre and Bicester Town Station, routing via Banbury Road and Bicester North Station. The service operates on a 30 minute frequency during the daytime, Monday to Saturday. The first bus arriving at Gagle Brook School is at 0708. Full details of the route and timetable can be found at: https://www.grayline.co.uk/route_E1.html

The X5 express bus service routing between Cambridge and Oxford (via Milton Keynes, Buckingham and Bicester) can be boarded approximately 1.5km from the school. The locations of the nearest stops can be found at: <https://www.stagecoachbus.com/promos-and-offers/east/stagecoach-x5>

Rail Services

Bicester North Station and Bicester Town Station are 2.4km and 3.8km from the school, respectively. Both stations are accessible using the E1 bus service. The table below provides a summary of direct services and typical journey times and frequencies.

Station	Typical Journey Time	Typical Frequency (Monday to Friday)
Oxford (Bicester Town)	24 minutes	Every 30 minutes
Oxford Parkway (Bicester Town)	8 minutes	Every 30 minutes
Islip (Bicester Town)	7 minutes	Hourly
Birmingham (Bicester North)	1 hour and 5 minutes	Hourly
Banbury (Bicester North)	12 minutes	2 per hour
King’s Sutton (Bicester North)	10 minutes	Hourly

Walking and Cycling Routes

A 20mph speed limit is in place within Elmsbrook. There is a segregated cycle and pedestrian route connecting Charlotte Avenue with the existing built up area of Bicester. This is 3m wide. Toucan crossings are in place at the roundabout junction with the A4095. This route provides for direct access to the existing segregated cycle route on Banbury Road.

There are 4 covered cycle parking areas. One area is located outside the main school access and is available for use by parents and visitors. Further covered parking is available adjacent to the school playground, primarily for the use of staff and pupils. These parking areas provide space for 40 cycles. Scooter parking is available near the Early Years part of school and there are 20 spaces.

Objectives of the Gagle Brook Primary School Travel Plan

The objectives of the School Travel Plan are to encourage the Gagle Brook Community to:

1. Be healthy and sustainable; encourage more travel to/from Gagle Brook Primary School by healthier and more sustainable means, particularly by walking, cycling or scooters and less travel by car;
2. Be safe on the journey to and from Gagle Brook Primary School; promote good road user behaviour on the routes to the School and ensure the best possible road safety conditions immediately outside the School gates;
3. Be more aware of transport and travel issues; promote the health and environmental benefits of using sustainable forms of transport and make the School Travel Plan part of the curriculum

Target

Long-term Sustainable Transport aim, once transition phase (growth of Elmsbrook development) is complete and the school becomes more populated with pupils:

No more than 20% of pupils will arrive at school by car on a typical school day.