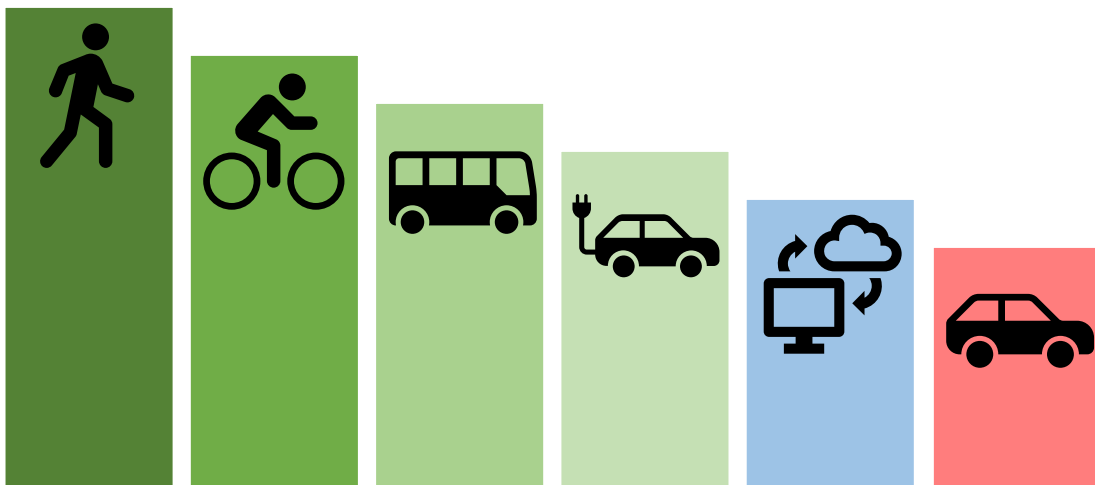


# Richard Huish College

## Community Travel Plan: “Improving & Managing Access for All (2020-2025)”



Prepared by:

Stuart Todd BA (Hons), Dip.TRP, MRTPI, Director



Prepared for:

John Abbott, CEO



6<sup>th</sup> October 2020

*[This page is left intentionally content free.]*

## Contents

<b>Introduction</b> .....	3
<b>Driving Change</b> .....	4
<b>Richard Huish College</b> .....	6
Location and Travel Times .....	6
Vision & Drivers.....	8
College “offer” and its role in the community and local economy.....	9
Typical term times and operating & learning day.....	11
Current and projected student and staff numbers (full and part time) .....	11
Student geographic catchment.....	13
Student and staff movement (peak and off-peak times).....	13
<b>Previous College Travel Plans</b> .....	15
<b>Transport Network and Demand</b> .....	15
Peak Time Traffic on Local Access Roads.....	15
Key footpath and cycle routes .....	15
Public Transport .....	16
Buses .....	16
Slinky Accessible Bus On-demand Service .....	18
Rail.....	18
Car and motorbike / moped parking .....	18
On-site parking capacity and costs .....	18
Drop-off and collection bays.....	20
Off-site car parking .....	20
On-street parking in nearby roads (current).....	20
On-street parking in nearby roads (proposed residents’ parking scheme) .....	20
Off-street parking locations .....	21
Cycle parking.....	21
Other support for Cyclists .....	21
Other Modes and Infrastructure.....	22
Motorbikes / mopeds .....	22
Car sharing .....	22
E-Scooters .....	22
Electric vehicle charging points.....	22
<b>Changing Trends in Transport Use</b> .....	22
<b>Current Transport and Planning Policy Context</b> .....	23
Travel mode hierarchy – “stepping-up” .....	26
<b>Summarising Current Challenges</b> .....	26

<b>Possible Mitigation and Actions .....</b>	<b>27</b>
<b>Action Plan Framework.....</b>	<b>29</b>
<b>Programmes .....</b>	<b>29</b>
<b>Physical Infrastructure .....</b>	<b>32</b>
<b>Engagement &amp; Influence.....</b>	<b>33</b>
<b>Communicate &amp; Promote .....</b>	<b>35</b>
<b>Plan, Deliver, Monitor, Manage.....</b>	<b>37</b>
Responsibilities and Accountability .....	39
<b>Next Steps.....</b>	<b>39</b>
<b>Appendix 1 - SWOT analysis.....</b>	<b>40</b>
<b>Appendix 2 – 2011/12 Travel Plan (Sections A, B and C) .....</b>	<b>41</b>
<b>Appendix 3 – 2014 Travel Plan for Student Accommodation .....</b>	<b>51</b>
<b>Appendix 4 – Transport Network Maps .....</b>	<b>52</b>
Taunton Walk and Cycle Map .....	53
Public Rights of Way Network.....	57
Taunton Cycle Network.....	58
Firstbus Taunton Network .....	59
Firstbus County Network .....	60
Slinky Bus .....	61
<b>Appendix 5 – SCC Residents Parking Scheme Proposal Letter .....</b>	<b>63</b>

## Introduction

We have been commissioned to help enable Richard Huish College (the College) develop a pro-active and positive action plan to foster and manage a changing culture and behaviours in how students and staff travel to and from the main campus site in Taunton.

This Community Travel Plan represents the first stage of a 5-stage process in setting out how best the College can deal with challenges it faces related to travel and accessibility and respond to opportunities in the coming years.

The stages which follow will then need to focus on:

- screening of recommended actions by the College to confirm cost and timings;
- student and staff survey to help quantify, evidence and prioritise actions; and,
- the implementation and ongoing monitoring of actions.



## Driving Change

The College is already very positive with regard to helping enable students and staff get to and from the College and the student prospectus has a clear and up-front message about travel, encouraging students to travel by foot, cycle and public transport ahead of choosing to use a car. The College website<sup>1</sup> has a plethora of useful travel information on how to get to the and incentives and support that can be offered.

# STUDYING IN TAUNTON



**Huish is situated on the edge of parkland overlooking fields and hills, about ten minutes' walk from the town centre. Taunton is the County town of Somerset and is also an important centre for leisure and tourism. It is in one of the most beautiful parts of England.**

The College makes use of cultural and musical venues in and around the area. Taunton is 90 minutes by train from London and also a short train ride from the local university cities of Bristol, Exeter and Bath.

If you are moving to the area and have brothers or sisters going to secondary school, then you will find excellent schools with strong reputations.

Huish is committed to encouraging you to travel to College by bicycle, public transport or car sharing wherever possible.

### CYCLING

There is a cycle path that takes you to Huish via Vivary Park, so you don't have to walk or cycle through traffic along the main road. There are plenty of places to lock your bike around the campus. We offer a free cycle maintenance service available to students twice a year.

### TRAVELLING BY BUS

It is about a 15 minute walk to Huish from Taunton bus station. However, many of the buses come directly to the campus.

You may wish to purchase the Somerset County Council County Ticket. This is an annual ticket (Sept – Aug) allowing you to travel 24/7 on any bus service (some exemptions) provided you start or finish your journey within the administrative borders of Somerset. This allows students to travel across county borders. For further information on

this ticket please visit [www.somerset.gov.uk](http://www.somerset.gov.uk). Please check all of your travel routes before purchasing the County Ticket as it may not be the cheapest option.

Huish offers every student who holds a County Ticket a contribution of £100 towards the cost. This is paid in December. If, however, you are eligible for a bursary you may receive additional financial help towards the cost of the County Ticket. Please contact Student Services for further information if you have any queries regarding this financial help.

### PARKING

In order to use the car parking facilities at Huish you will need to purchase a permit which costs £85 per year. Due to restricted space we only offer our second year students who live outside the TA1 postal area parking permits.

### SCHOOLS THAT MANY OF OUR RECENT STUDENTS HAVE COME FROM ARE:

- Aw Valley Community College, Axminster
- Beaminster School, Beaminster
- Bishop Fox's School, Taunton
- Bridgwater College Academy, Bridgwater
- The Castle School, Taunton
- Chilton Trinity School, Bridgwater
- Court Fields School, Wellington
- Cullompton Community College, Cullompton
- Haigrove School, Bridgwater
- Heathfield Community School, Taunton
- Holyoak Academy, Chard
- Horizon Community College, Horiton
- Huish Episcopi Academy, Langport
- The King Alfred School, Highbridge
- King's College, Taunton
- Kingmead Community School, Wiveliscombe
- Queen's College, Taunton
- Robert Blake Science College, Bridgwater
- Starchester Academy, Stoke-sub-Hamdon
- The Taunton Academy, Taunton
- Taunton School, Taunton
- Tiverton High School, Tiverton
- Uffculme School, Uffculme
- Wadham School, Crewkerne
- Wellington School, Wellington
- West Somerset College, Minehead
- The Woodroffe School, Lyme Regis



<sup>1</sup> See <https://www.huish.ac.uk/student-information/getting-to-college/>

However, there are several factors which together mean that this is a good time to seek to introduce change in travel patterns and habits to and from the College. In summary, these factors are as follows<sup>2</sup>.

1. The College is well-established and will continue to be a destination of choice for students across Somerset and beyond, providing a high-quality education and stepping-stone for students from school to careers, employment and University. Inevitably, this will likely mean an increase in the number of students, across both part and full-time courses. This potential increase in numbers of students visiting the campus presents challenges in accommodating any increase in cars on-site with the site being constrained by other development and land-ownership and little, if any, room on the site for an increase in parking spaces.
2. We live at a time when the climate is changing and when we all have a responsibility to play a role in helping to mitigate and adapt to the consequences presented.
3. The development of this plan is being done at a significant time of change in travel habits and behaviour due to the coronavirus pandemic, which presents its own set of challenges as well as opportunities to embed change in travel behaviours and reliance on the private car. Time will tell whether changes seen during the pandemic will remain, whether there will be a “new normal” or whether there will simply be a “return to type” to the way people travelled before the pandemic (not just to access education but also to work, school, accessing retail and services and to leisure activities). It is clear though, that there is also likely to be a major impact on the provision of services, including public transport (particularly in rural and semi-rural areas), due to the inevitable recession, as we recover from the impact of the pandemic. This will be a long-term issue, without doubt and much of this is very clearly outside of the College’s ability (and responsibility as an education establishment) to change.
4. Local authorities, even before the pandemic, were preparing plans to make Taunton a greener, healthier, more accessible town which responds positively to the challenges brought about by growth and change in the economy and need for housing. While the pandemic will undoubtedly slow the pace of this change, the direction of travel will likely remain during and after recovery mode. There will be opportunities for the College to benefit from these plans with the right engagement and demonstration of a sound plan to support positive change as an education provider at the heart of the local economy and local community.
5. The College has a responsibility, despite its limited resources away from its core role in educating students, to influence change in travel behaviours of its students and staff and to support them to be able to make decisions which benefit both their health and the local environment.
6. This report is also set against the context of recent proposals from Somerset County Council to introduce a residents’ parking scheme in the residential streets in the vicinity of the College which has been brought about by residents’ concerns about student use of streets adjacent to the College to park during College hours. It also seems likely, from anecdotal evidence, that daytime parking has increased in recent years on streets near to the College by people working



---

<sup>2</sup> Appendix 1 sets out a more detailed “SWOT” analysis of strength, weaknesses, opportunities and threats which have informed this summary.

in the town centre, to avoid paying for long-stay parking. This is also understood to be a growing issue on other arterial roads into the town, prior to Covid-19 at least.

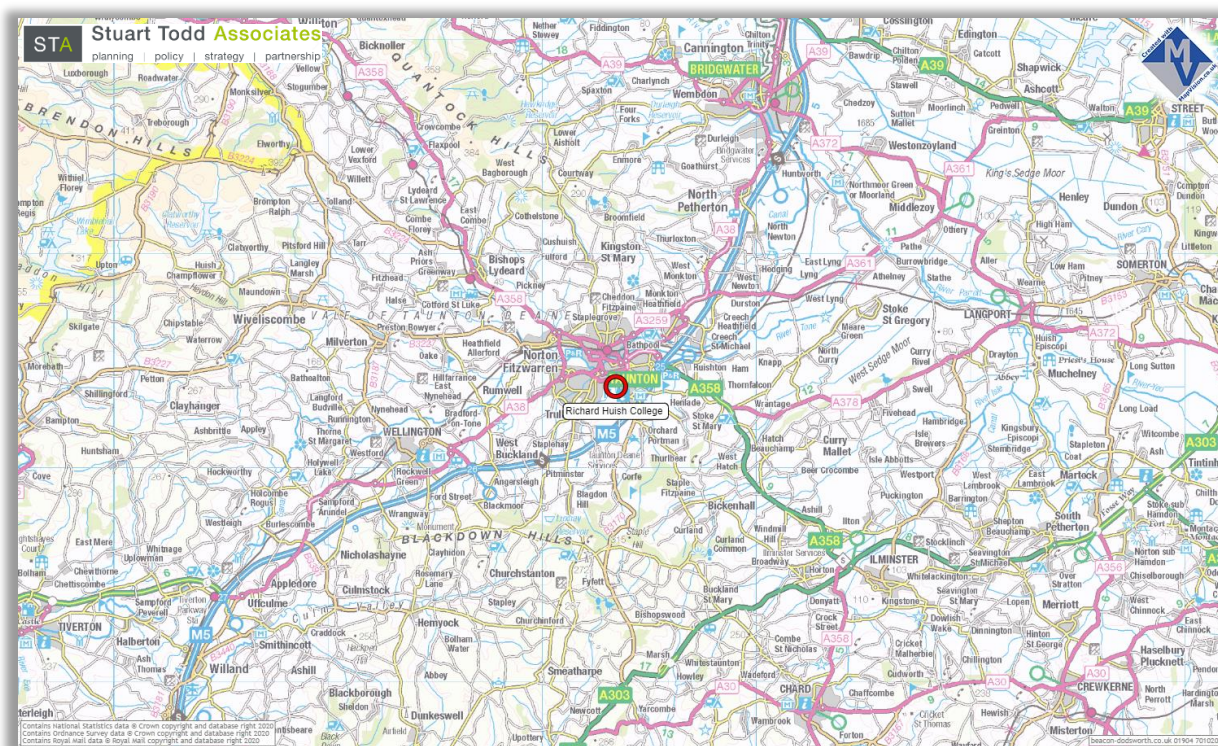
7. The College has limited funds to be able to find traditional solutions to parking issues such as purchasing additional land to provide more parking capacity.
8. The RHC developed travel plans in 2011 and 2014 connected to developments at the College. For all of the above drivers of change, it is the right time to take the best from these shorter-term action plans and fit alongside new measures to help respond positively to challenges and develop a structured framework for change alongside and to influence local authorities' plans for travel and transport and improving health and accessibility.

## Richard Huish College

### Location and Travel Times

The College is well-placed on the strategic transport network in the county town just off the M5 at Junction 25 with other primary route network routes leading to the town such as the A358 from the south-east and north-west, A38 running to Wellington to the south-west and Bridgwater to the north-east and other arterial routes into eastern Somerset including the A361 and A378. Taunton benefits from a mainline railway station.

Figure 1: Richard Huish College Strategic Location



The College is located in the south-eastern side of Taunton on South Road (B3170), a 5 – 10-minute walk from the town centre.



Figure 2: Richard Huish College Location in Taunton

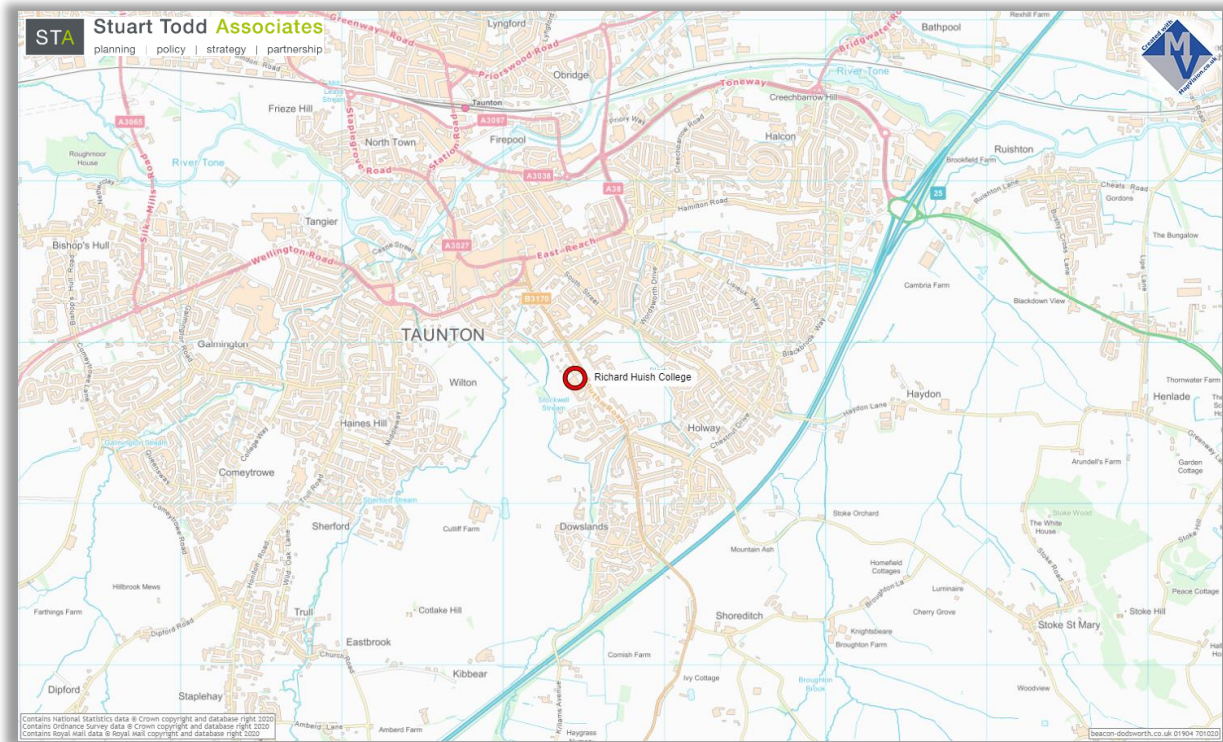
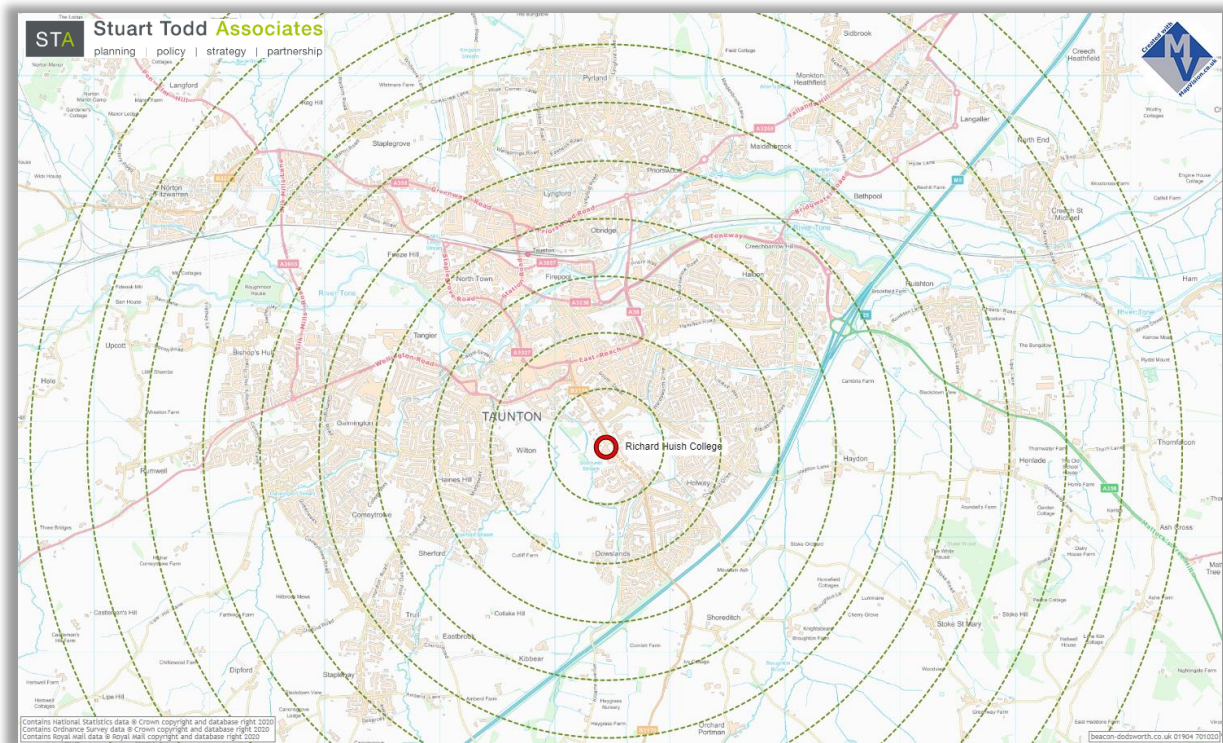
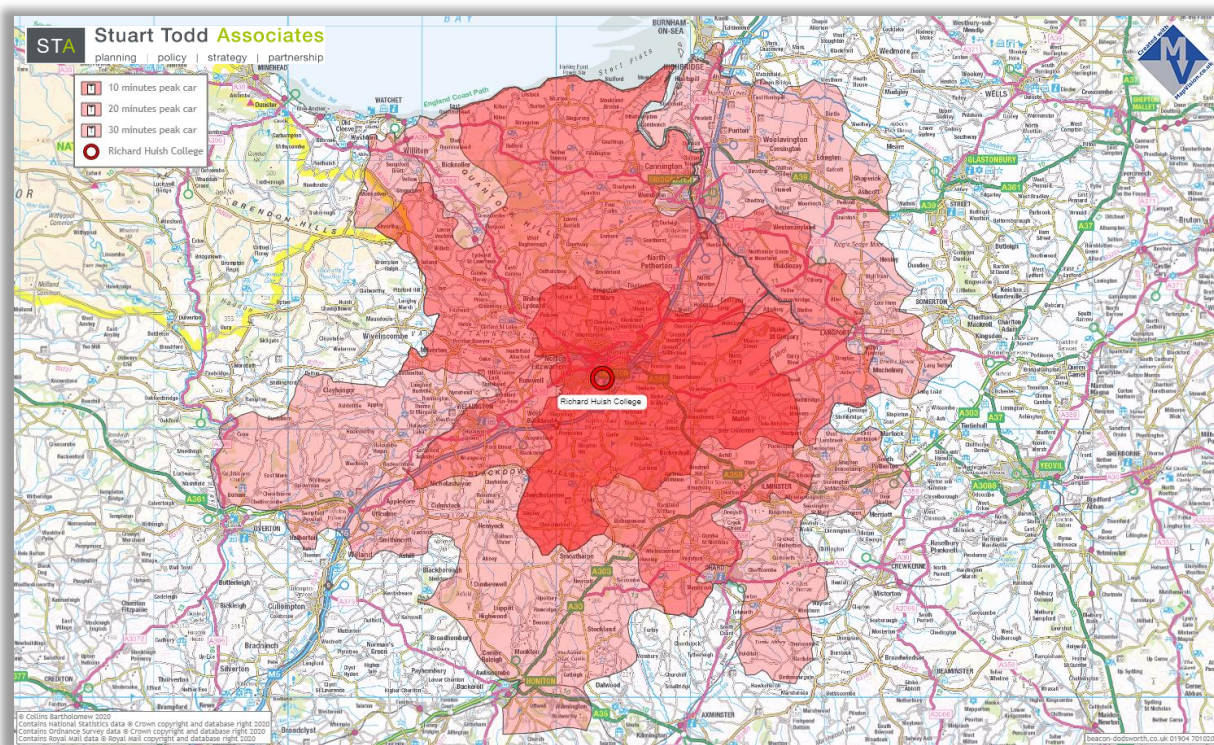


Figure 3: 500m Walking and Cycling Radii



Being located on a good road network gives the College a wide catchment for students if travelling by road.

Figure 4: 10, 20 and 30-minute Peak Car Drive-times to College



## Vision & Drivers

The College’s Vision, set out in its 2019-2022 Development Plan is “Delivering Exceptional Education”. This is to be achieved through a set of aims, or “drivers”, which are:

- a. Maintain and seek further improvements in student outcomes and progression through highly effective teaching, learning and pastoral care.
- b. Maintain and further improve the range and quality of enrichment activities.
- c. Further develop formal and informal partnership working through our links with other organisations both in the Huish group and the local and wider community.
- d. Develop current or new income streams and grow our total number of international students and apprentices.
- e. Seek further financial efficiencies and cost savings.
- f. Retain and grow our local, regional and national reputation as a highly effective and forward-thinking educational organisation.
- g. Further improve the quality of the College’s campus and facilities.

## College “offer” and its role in the community and local economy

Richard Huish College offers sixth form courses, apprenticeships and professional courses to 16-19 and adult learners. The College website states that “Rated as outstanding by Ofsted, it is a place where you can expand your horizons and develop your future among like-minded people. Huish provides exceptional education and training through the delivery of a holistic academic and vocational curriculum to over 2000 students across Somerset and North Devon.”<sup>3</sup>

The College is continually investing in facilities, with recent developments including the Sycamore Sports Centre and Willow Café in 2016, the Oak House student accommodation in 2017, the Maple Building for Visual Arts and Computing in 2017, and most recently the Aspen Music Centre in 2020.

While there is no quantified figure for the value of the College to the local economy, research has consistently linked College education to several things:

- improving the lives of young people and adults by increasing employability;
- training students and the future workforce in essential and industry specific skills that local and sub-regional businesses need to increase productivity and prosper;
- attracting non-local students who bring new spending monies to the local economy;
- qualifications enable students to move through to higher education with clear economic benefits that further progression through education can provide, with some students returning to the area later in life with higher salaried jobs; and,

# COURSES

**VOCATIONAL (LEVEL 1)**  
24 / Traineeship

**VOCATIONAL (LEVEL 2)**  
27 / Business  
40 / Health and Social Care  
51 / Media  
59 / Public Services  
67 / Sport

**VOCATIONAL (LEVEL 3)**  
61 / Applied Science  
27 / Business  
68 / Childcare and Education  
33 / Digital, IT & Computing  
51 / Digital Media  
55 / Drama and Theatre  
40 / Health and Social Care  
56 / Music Production  
57 / Popular Music  
57 / Popular Music and Music Production  
59 / Public Services  
67 / Sport

**A LEVELS (LEVEL 3)**  
70 / Art  
62 / Biology  
26 / Business  
62 / Chemistry  
44 / Classical Civilisation  
32 / Computer Science  
48 / Core Maths  
27 / Economics  
39 / English Language  
39 / English Literature  
34 / Environmental Science  
36 / Extended Project Qualification  
52 / French  
49 / Further Mathematics  
34 / Geography  
34 / Geology  
53 / German  
70 / Graphic Design  
44 / Early Modern History  
44 / Late Modern History  
45 / Law  
48 / Mathematics (Core)  
49 / Mathematics  
49 / Mathematics (Further)  
56 / Music  
71 / Photography  
64 / Physical Education  
62 / Physics

47 / Politics  
47 / Psychology  
47 / Religion, Philosophy and Ethics (Religious Studies)  
47 / Sociology  
53 / Spanish

**APPRENTICESHIPS**  
22 / Accountancy (AAT and ACCA)  
40 / Adult Care Worker  
24 / Apprenticeship General Information  
29 / Associate Project Manager  
28 / Business Administration  
28 / Customer Service  
69 / Early Years Educator  
42 / Health Care Support Worker  
33 / IT PROCOM  
42 / Lead Adult Care Worker  
69 / Learning and Skills Teacher  
69 / Learning Mentor  
29 / Operations / Departmental Manager  
22 / Payroll Administrator  
43 / Senior Health Care Support Worker  
68 / Teaching Assistant  
29 / Team Leader  
30 / Management (ILM)  
24 / Traineeships

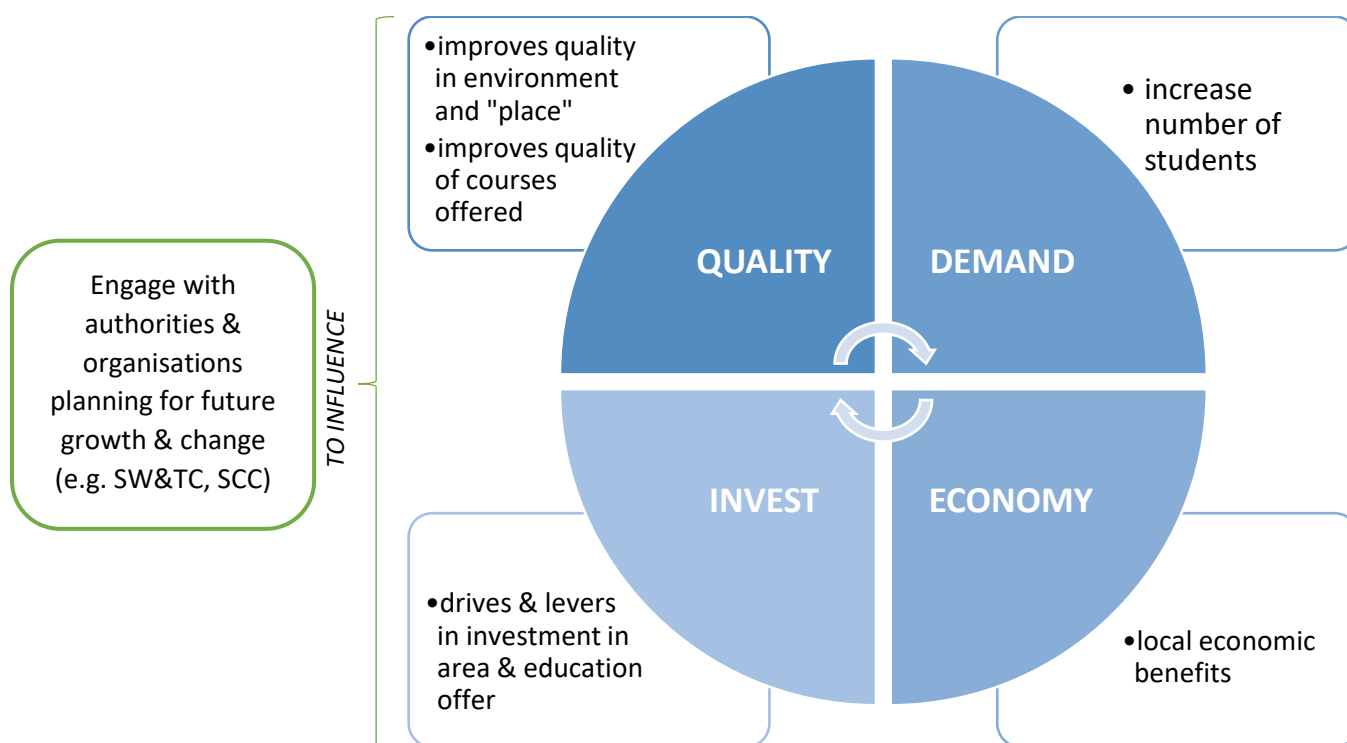
**PROFESSIONAL QUALIFICATIONS**  
22 / Association of Accounting Technicians (AAT)  
22 / Association of Chartered Certified Accountants (ACCA)  
33 / European Computer Driving Licence (ECDL)

<sup>3</sup> See <https://www.huish.ac.uk/>

- qualifications add economic value to students' career and income in the future (and through the taxes they pay).

Given the impact of further education colleges on the economy, studies have suggested that “they must occupy a central place in all strategic planning that seeks to revitalise local and regional economies”<sup>4</sup>. This suggests a need for the College to engage directly with authorities planning for the future, not just in education but across wider sectors and disciplines such as business and economic development, planning and transport. Levering in investment and developing opportunities for the College to access and / or benefit from funding streams across these sectors will inevitably lead to improvements in the quality of the “overall offer” in and around Taunton outside of the learning experience that the College provides and help to increase student numbers.

Figure 5: Driving the offer forward: the leverage cycle



There is no better time than now to start to engage more proactively in this process with the Government pushing a post-Covid 19 economic recovery plan, a sharp focus on the climate change emergency and with the recent publication of proposals for perhaps the biggest overhaul to the planning system (including the environment, housing, design, transport and economy) since its modern day inception in 1947<sup>5</sup>. This Plan and the actions contained within it are not simply about the College, in isolation, but the very positive contributions now and in the future that it can make to the wider environment and economy in Taunton and the wider sub-region.

<sup>4</sup> See <https://www.economicmodelling.co.uk/wp-content/uploads/The-Economic-Impact-of-Further-Education-Colleges.pdf>, p.8, EMSI (for the 157 Group). The study undertook an impact and investment analysis which explore the direct monetary benefits and long-term benefits to a variety of stakeholders (for example, benefits to society, tax payers and learners) respectively with a focus on several case studies. Other studies also suggest a strong link between colleges and economic benefits (see <https://www.aoc.co.uk/about-colleges/research-and-stats/surveys-and-research/economic-impact-studies>).

<sup>5</sup> The “Planning for the Future” White Paper published in August 2020 – see [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/907647/MHCLG-Planning-Consultation.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/907647/MHCLG-Planning-Consultation.pdf)

## Typical term times and operating & learning day

For the 2020-21 academic year, opening times (typical of most years) will be 08.00 – 17.30. Term dates for 2020-21 are as follows.

- Autumn Term: 2 September to 21 October & 2 November to 18 December
- Spring Term: 4 January to 12 February & 22 February to 1 April
- Summer Term: 12 April to 9 July

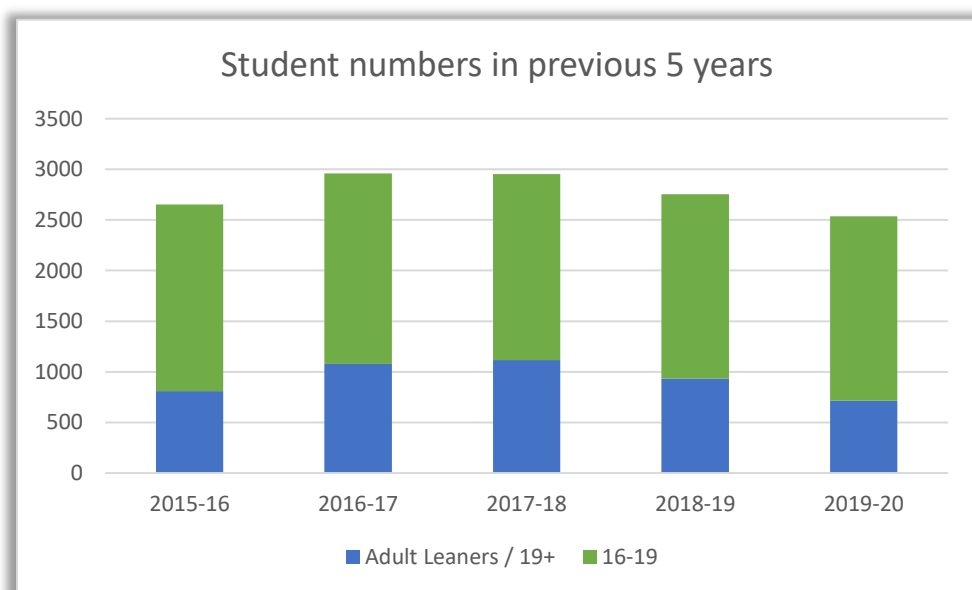
## Current and projected student and staff numbers (full and part time)

There are currently 257 staff members at the College. Between terms this typically reduces to around 25 per day.

There are several factors which influence the number of students in both the 16-19 age group and adult / 19+. Student year numbers across the College's catchment in secondary schools, the College's course offer, grades achieved, other colleges' offer and so on will all contribute to total numbers. 16-19 numbers have been steady at above 1,800 for many years with greater change in the adult / 19+ age group being 714 in 2019-20 and reaching as high as 1,116 in 2017-18. 2019-20 saw a total of 2,536 students (16-19 and adult learners). Of the total number of students studying full or part time at the College, 81% were full-time.

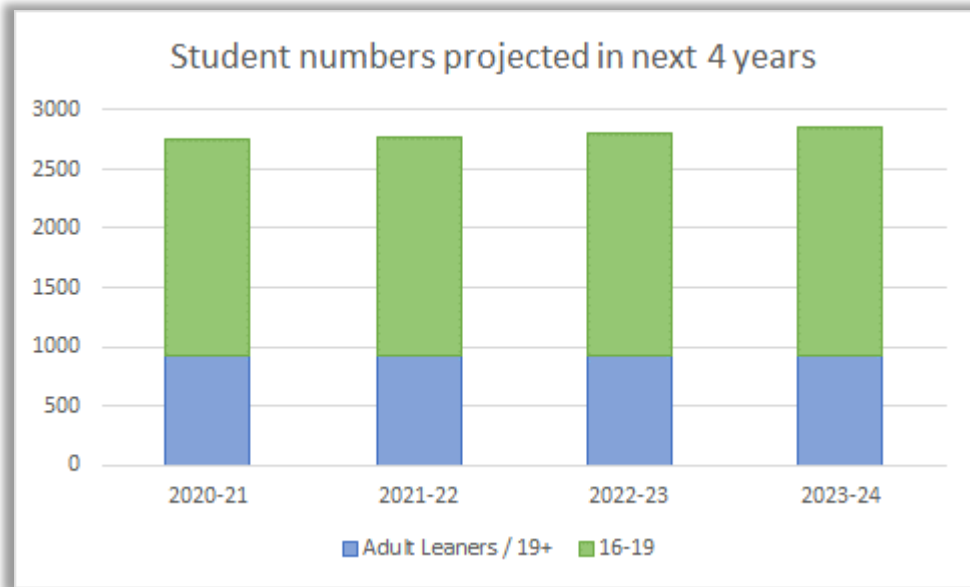
Numbers of full and part-time students will have an impact on transport modes used to get to and from the College but other factors such as the economy and household / family's affordability of travel options, availability to take students to the College, availability and frequency of public transport services and changes in travel habits will all contribute to journeys made to and from the College.

Figure 6: Student Numbers in Previous 5 Years



The College's projections of potential student numbers in the next 4 years suggest that numbers are likely to increase. As figures for trends over the last few years show, age 16-19 student numbers tend to be fairly consistent, with the number of adult learners varying. The College projects 16-19 students to be 1,815 in 2020-21 increasing to 1,924 in 2023-24. Adult learner numbers are more difficult to accurately estimate, but if the mean figure is used from the last 5 years (930) figures could look as follows, rising to 2,854 in 2023-24 from the last year 2019-20 of 2,536.

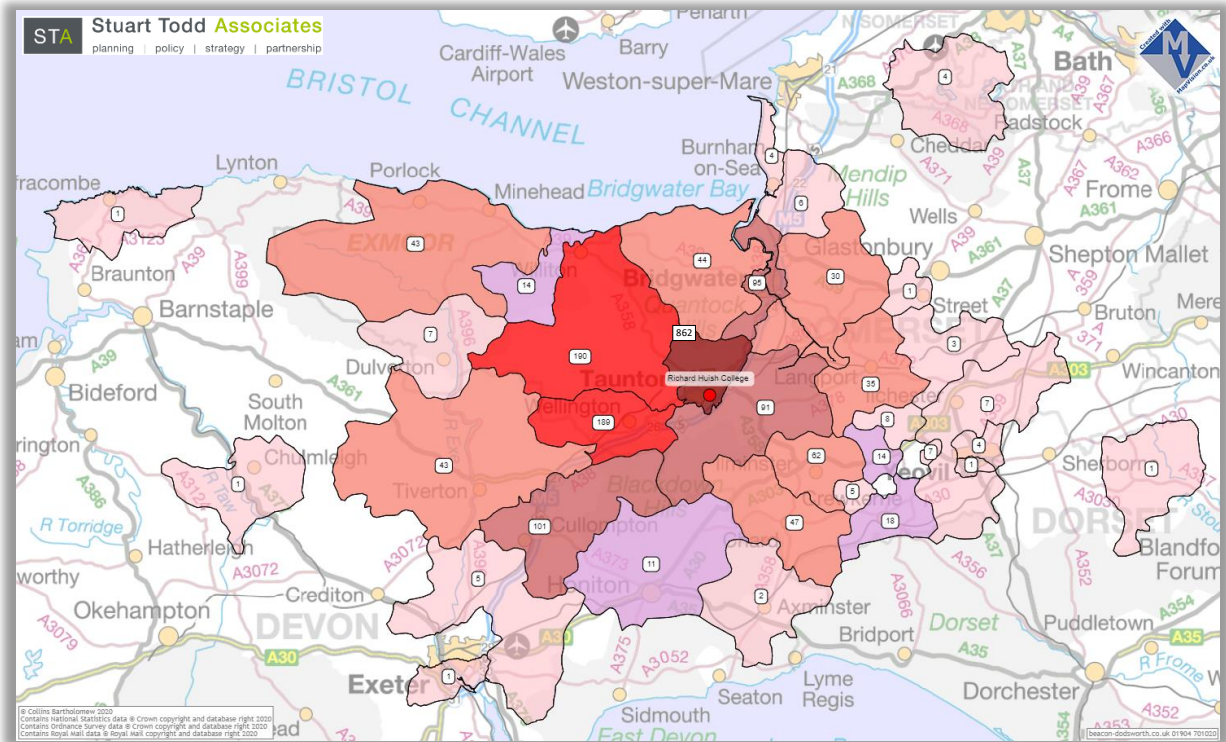
Figure 7: Student Numbers Forecast in the Next 5 Years



## Student geographic catchment

The catchment area for students in the 2020-21 academic year is typical of most with most students travelling from within Taunton and its immediate sub-region.

Figure 8: Postcode areas from where 2020-21 students travel to the College



Notes: based on 2019-20 returning Lower 6<sup>th</sup> students and those entering Lower 6<sup>th</sup> with an active application to attend

## Student and staff movement (peak and off-peak times)

There are currently no figures available for when students arrive at and leave from the College. However, the College has records of the number of classes and periods of the day when those classes take place. These are presented in two-weekly blocks as timetables are structured across a fortnightly set of classes. Figures are consistently around 1,400 across the week, with numbers slightly less on Wednesday mornings at 1,300. Wednesday afternoons are a class free period. These figures are helpful in that they reflect when students and how many are on the College site on each day but they mask when students might arrive at and leave the College (for example, if they have half days or free study periods, etc.) and therefore impact on the understanding of the peak times of travel.

Figure 9: Estimated classes and student numbers in College during the week A

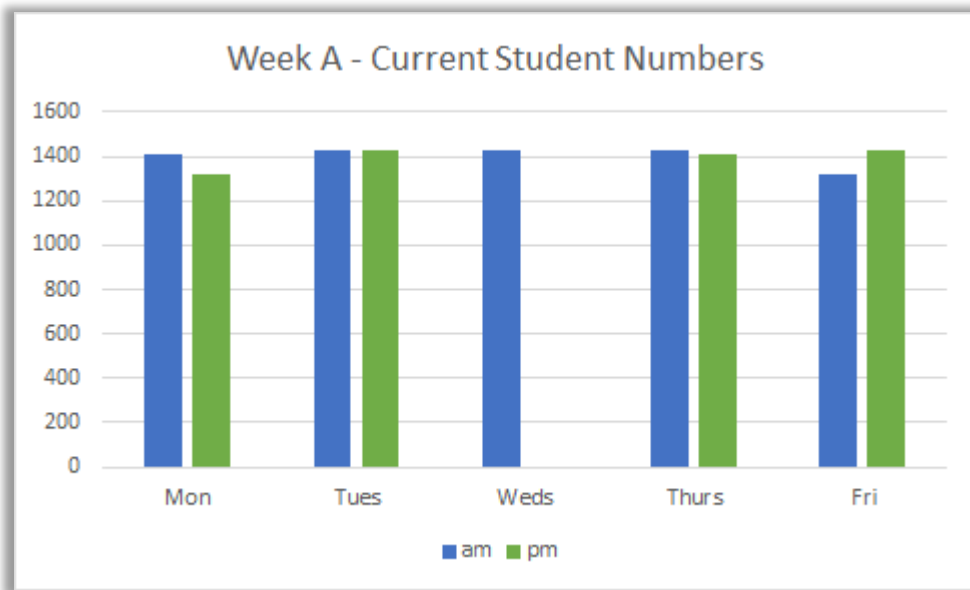
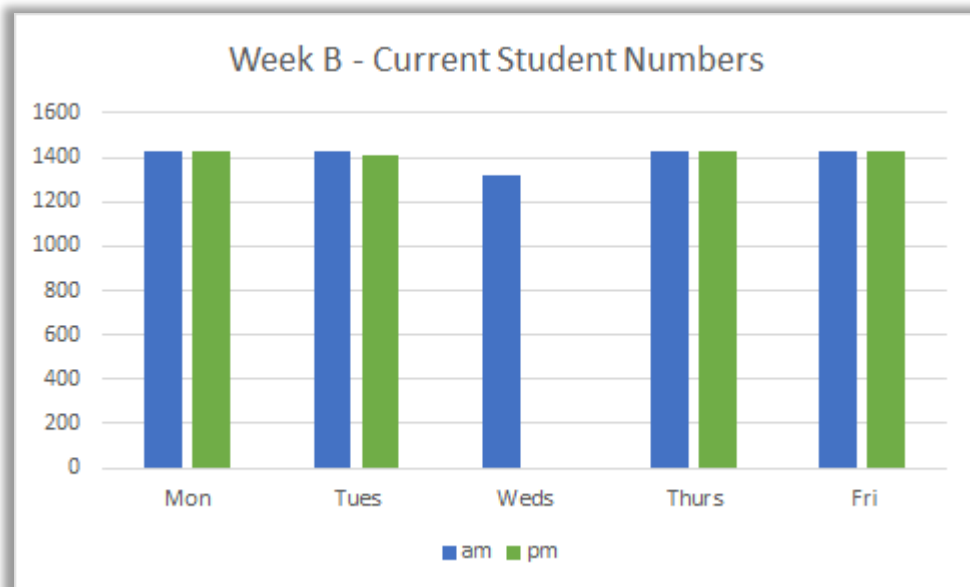


Figure 10: Estimated classes and student numbers in College during the week B



It is worth noting that for the first term of the 2020-21 academic year, the College will be operating on an altered timetable to reflect the safety consideration which need to be in place due to coronavirus. Without presenting the full detail in this report, this amounts to a reduced frequency of daily taught sessions (from 5 to 2) and 2-hour tutorial sessions (half group) per fortnight block. Other measures such as rigorous cleaning, sanitation facilities, use of student “bubbles” and reduced numbers of staff and students on site at any one time will also be in place, amongst others. This will of course have an impact on travel patterns (how many people arrive and depart during the day) and the pandemic will likely have an impact on how students choose to travel to and from the College.



The degree to which some of the temporary changes will remain after the pandemic is yet to be seen but some practices and the structure of the day could remain into the future. This could have a positive impact on travel patterns and behaviour.

## Previous College Travel Plans

Reviewing previous Travel Plans produced by the College in response to new developments give an understanding of any current measures still in place and potential opportunities to follow-up or re-start as part of this Plan.

The College last produced a full Travel Plan in 2011/12, appended for reference as Appendix 2. This was also the last time that a student travel survey was undertaken. An update on progress made on actions was sought from the College which monitored progress against actions for some time. We have also reviewed the 2014 Travel Plan which was produced to accompany the planning application for the residential accommodation in South Road. This was also monitored to satisfy planning conditions on the permission granted for the development. The Plan is appended as Appendix 3<sup>6</sup>.

## Transport Network and Demand

Appendix 4 sets out the detail of the main transport networks and routes to and from the College. The sections below summarise the position in relation to access routes to the College.

### Peak Time Traffic on Local Access Roads

Access onto the road network is via a one-way [in/out] system at the main entrance, or via Calway Road, Bishop Fox's Drive to the main car park. All these routes are within 30mph zones although part of South Road is subject to a 20mph limit during school hours with both Bishops' Fox school and King's College also on sites off South Road. Congestion on South Road at peak times (generally 8.00 – 9.00 am for northbound traffic into the town centre) can make access into the College site difficult (but this does help to keep traffic speeds down). At all other times it seems to operate smoothly. The neighbouring Bishop Fox's School and the College have different start and finish times which helps to spread the peak-time traffic load.

In recent years and until the outbreak of the coronavirus pandemic, traffic levels have, anecdotally, increased along South Road as a route into Taunton which can avoid delays caused by loading on the motorway junction (Junction 25).

### Key footpath and cycle routes

The College is on a main road from Taunton town centre (South Road) and is only a 10-15 minute walk on paved routes from the town centre and main bus station and bus stops. There is also a segregated on-road cycle path from the town centre along South Road to the College.

There is an off-road cycle path to the College which runs from Vivary Park on the edge of the town centre (Mountway).

---

<sup>6</sup> It can also be viewed here -

<https://www2.somersetwestandtaunton.gov.uk/WebPages/Imaging/ViewImage/ViewImage.aspx?SRBarCode=Ty1DGpSgLrOar2CBvT&ExtID=PDF>

Students also access the College from the south along South Road to the shops at Mountfields and then onto the residential areas of Holway / Killams.

The 2011/12 Travel Plan stated the following about these routes:

*“Accessibility on all these routes is good, with the exception of Crossings. The Sainsbury’s crossing is multi-stage with quite long waiting times, the Mount crossing is also multi-stage and can be crowded, and the walk to Mountfields requires two crossings, one by Calway Road lights and the other the pedestrian crossing at Mountfields. Continuity on the second route is broken by the lack of pavement/footpath on a section of Mountway. Safety, security and comfort are also good, with the exception of the footpath between Richard Huish College and Mountway during the hours of twilight/dark. It is lit but there have been occasional incidents, particularly with lone female students, of nuisance or threat which discourages its use during these hours. All routes are easy to find and follow, but there is little signage. Small numbers of students will cross the ‘green wedge’ on foot, usually via Ash Meadow [part of the College], the East Deane Way then into Sherford, Wilton, Galmington and Comeytrove. The first part of this route can be muddy and dark.”*

These issues remain concerns for the College although it has been acknowledged that the crossing times at Sainsburys is no longer considered an issue for students.

## Public Transport

### Buses

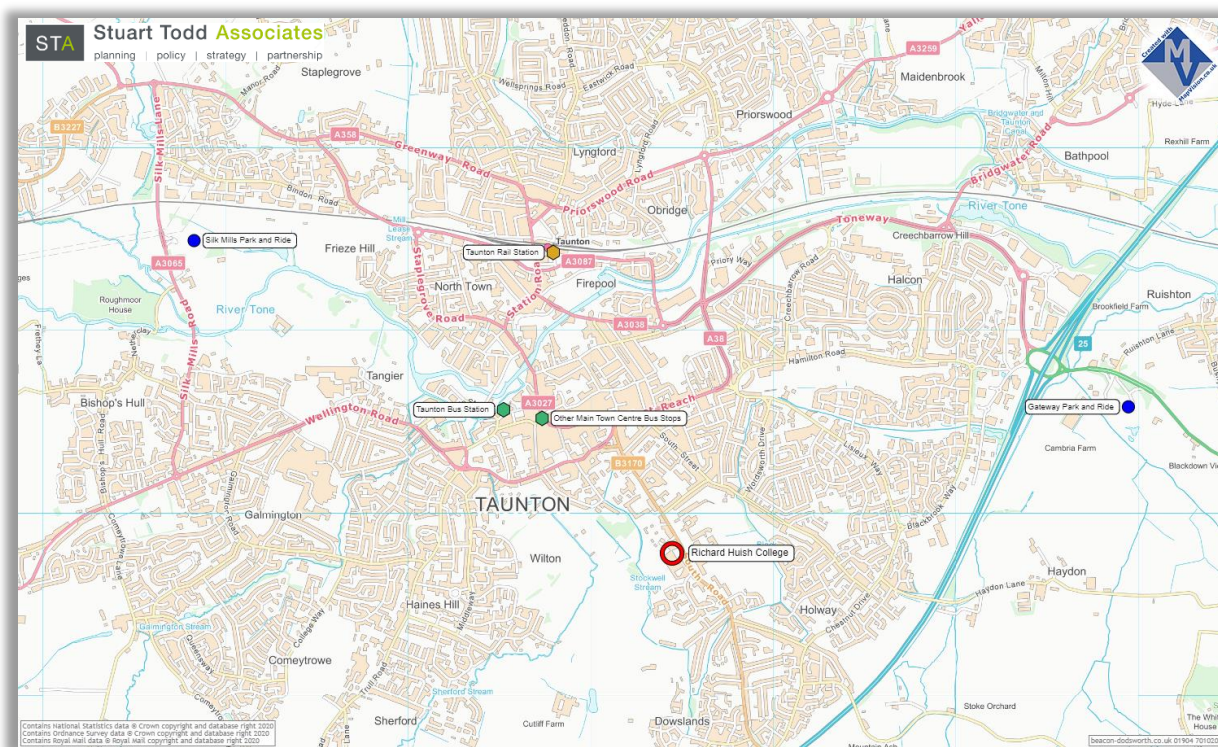
The College is only a 10-15 minute walk from the town’s main bus stops and bus station. However, many buses come directly to the campus. Firstbus routes 6 (hourly from 06.58 to 17.58) and 99 (every 2 hours from 08.17 to 16.37) run to or past the College and the College website has weblinks to the traveline<sup>7</sup> website where detailed journey times and routes can be explored. Other routes which arrive from outside of Taunton call at the College at the start and end of the College day on weekdays (including the 10c Hatch Green Coaches bus to Martock and 96c South West Coaches bus to Crewkerne).

It should be noted, however, that at the current time during the pandemic, some services are being run at a reduced frequency until further notice.

---

<sup>7</sup> See <https://www.traveline.info/> Travel details for buses, including tickets, can also be viewed at <https://www.travelsomerset.co.uk/bus/>

Figure 11: Main Public Transport Interchanges



There are two strategically located park and ride sites serving Taunton, at Gateway and Silk Mills. However, there is no data for student or staff use of these which are predominantly aimed at commuters, visitors and shoppers remaining in the town for much of the day. There are no incentives for students travelling in from outside of Taunton to use these facilities (and it would be counter-intuitive for students and staff to travel from within Taunton to the sites unless they lived close enough to walk to them and simply use the bus service into the town). It is unlikely to be a priority of focus for the College as it seems likely that there would be little interest from students or staff to use them.

### County (Bus) Ticket

Prior to Covid-19 Somerset County Council (SCC) offered a “County Ticket”. This is an annual ticket (Sept – Aug) allowing students to travel at any time on most bus services where the journey starts or finishes within the administrative boundary of Somerset. This allows students to travel across county boundaries. When the scheme is operating, the College offers every student who holds a County Ticket a contribution of £100 towards the cost, paid in December. If, however, students are eligible for a discretionary bursary they could receive additional financial help (£600) towards the cost of the County Ticket.

In 2019-20 a total of 319 County Tickets were bought by students. There are no records, however, available for the frequency of use of these tickets, use of other bus services or tickets purchased for individual journeys.

However, at the current time, due to the ongoing pandemic, SCC are not offering County Tickets for the 2020/21 academic year. Due to potential social distancing measures and possible changes to the

level of College attendance required from September 2020, an annual pre-paid ticket is understood to not be the most viable option.<sup>8</sup>

### Slinky Accessible Bus On-demand Service

The Slinky<sup>9</sup> on-demand service, run by Somerset County Council, is available for students to use. The service operates to supplement public services in areas where there is no regular bus service. Somerset Student County Tickets can be used on the service when the scheme is in operation.

### Rail

Taunton Railway Station is around 25-minutes walk from the College on the other side of the town centre. Travelling by bus will usually require transferring from one service to another in the town centre. It is understood from the College that only a few students use rail to get to the College, with staff rarely travelling by train.

### Car and motorbike / moped parking

#### On-site parking capacity and costs

There are a total of approximately 200 spaces available on-site across the rear car park for students to use, and a staff car-park (with 12 designated moped parking spaces available within the front Staff Car Park).

There is also an occasional voluntary user permit for any member of staff, which allows free parking on-site for up to 20% of their contracted hours.

There are also five visitor parking spaces which can be booked out in advance and are free for visitors to use.

Staff and students can pay for a parking permit to park on-site and pay £85 per year (pro-rata for part-time staff), with the cost reduced to £70 if paid in full.

Due to restricted space only second year students, adult learners and apprentices who live outside the TA1 postal area are offered parking permits (done so on a first come, first served basis).

The car park and motorbike / moped parking spaces are full to capacity most days.

The front of the site is supervised by the Duty Manager at the start and end of the College day. The main gates are closed at the end of the day for buses only to enter the front part of the site.

---

<sup>8</sup> The most recent update for bus travel at the time of writing this report is set out by the college on its website here - <https://www.huish.ac.uk/important-transport-update-for-september-2020/> .

<sup>9</sup> See <https://www.travelsomerset.co.uk/slinky-services-demand-responsive-transport/>

Figure 12: College site (campus map)

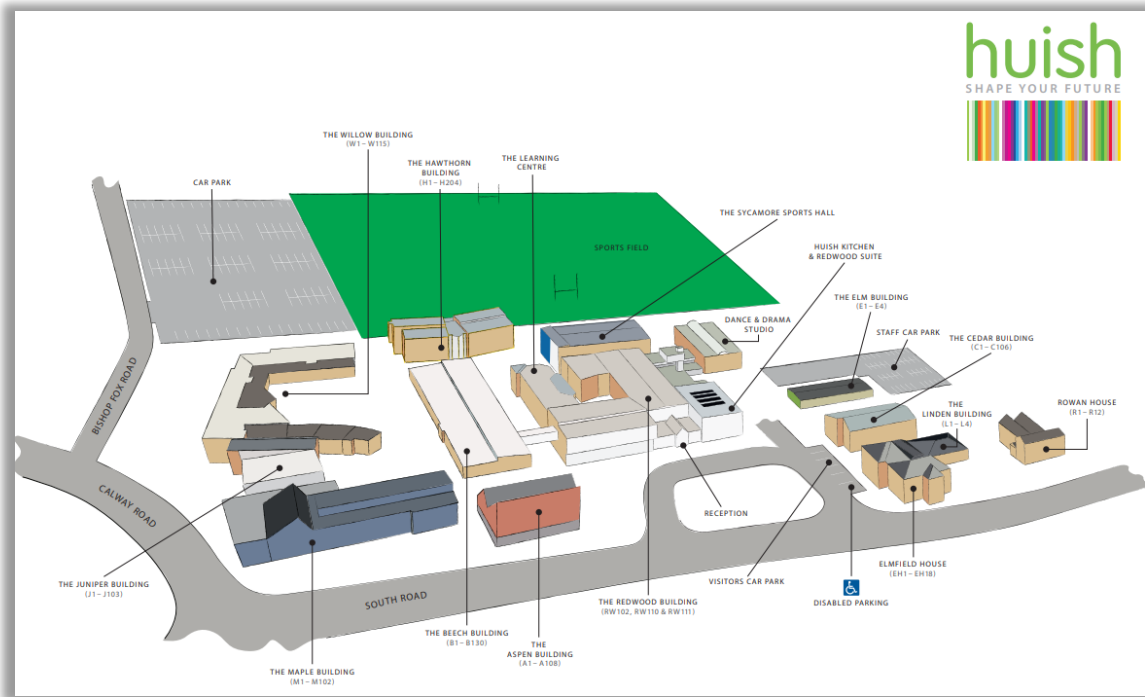


Figure 13: College site (aerial)



Source: Google Maps

## Drop-off and collection bays

The front turning circle for the College remains clear to allow entry to any emergency vehicles, buses and deliveries.

No data has ever been collected to quantify how many students are dropped off and collected from the College site each day.

## Off-site car parking

### On-street parking in nearby roads (current)

Some nearby residential roads have free on-street parking although many around the College (and also close to Bishops' Fox school and King's College) have double and single yellow line restrictions and some roads already have residents' parking schemes in place to restrict free on-street parking during daytime hours (typically 8am – 6pm).

It is not known how many student or staff vehicles occupy free legal on-street parking "spaces". We have not estimated how many free on-street parking spaces there are on nearby residential streets but further work should seek to establish approximately how many spaces there could be after the proposed residents' parking scheme (see below) has been introduced.

### On-street parking in nearby roads (proposed residents' parking scheme)

SCC has been consulting with residents close to the College following concerns raised by residents about the volume of parking taking place on residential streets around the College. An update an invitation to submit views on the proposal was received by residents and the College in July 2020 which is attached as Appendix 5. It proposes to introduce a residents' parking scheme, stating:

#### **9. Way Forward**

As indicated above the 8 roads highlighted above satisfy the criteria for a residents parking permit scheme. The junction of South/Stoke/Shoreditch and Mountfields Road will also be investigated to improve sightlines.

In support of local businesses and visitors to Calway House, some short-term free parking will be provided in Calway Road, South Road/Shoreditch Road where appropriate.

To ensure any other business operating from a residential property for example, music teacher, it is important contact is made so the operation of your visitors is understood. This will ensure the final scheme accommodates your needs.

Junction protection will also be investigated for all from side roads within the consultation area to improve safety.

#### **10. Further Opportunity to Comment**

We welcome any comment you have on this proposed way forward. In particular, residents of Bishop Fox Drive, Fremantle Road, Fullands Avenue, Fullands Road, Kings Close, Mountfields Park, Shoreditch Road (part) and South Road (part), may wish to add support for their streets to be included in the proposals being developed.

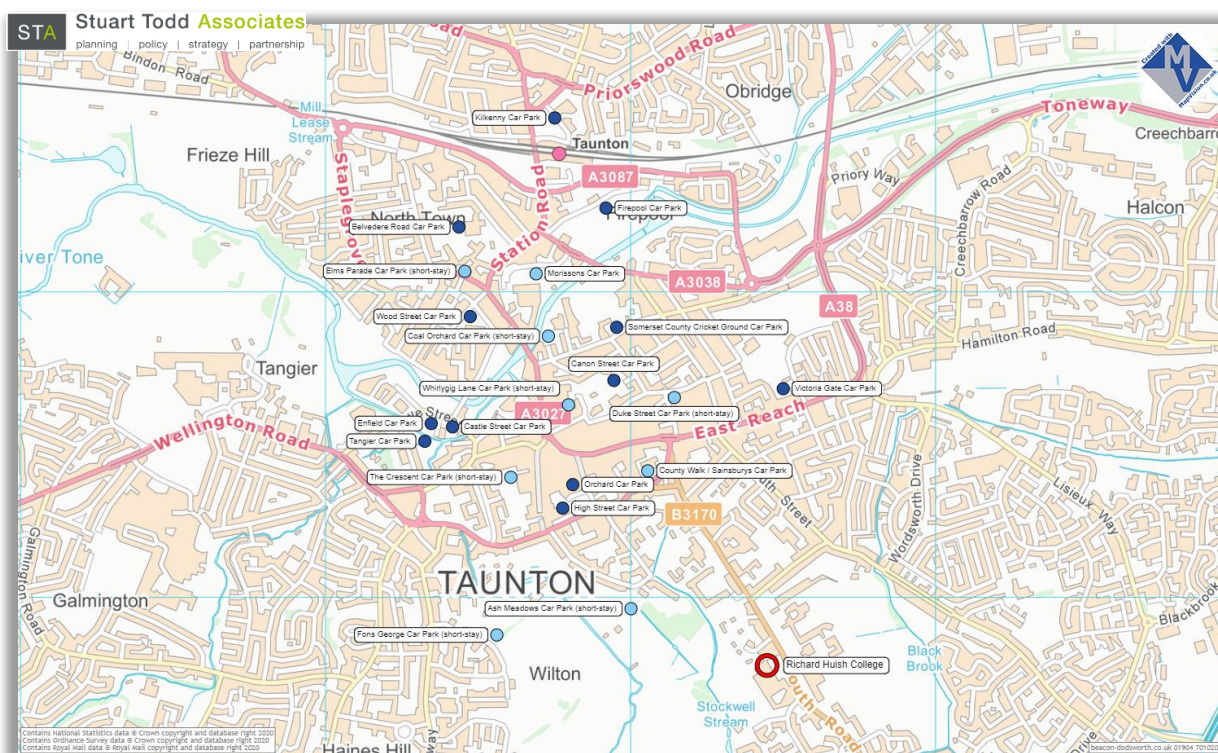
Please send your comment, **to arrive with me by 31<sup>st</sup> July 2020**, by email to [parking@somerset.gov.uk](mailto:parking@somerset.gov.uk) or by post for my attention at:

The letter also refers to an imminent parking review across the whole of Taunton. The College should engage with this review as it also refers to potential parking controls on nearby roads and it is not clear in the letter whether this would be in addition to the proposed resident's scheme or within that context.

### Off-street parking locations

Taunton town centre benefits from a large number of car parks, none in the immediate vicinity of the College but close enough to be within easy walking distance of the College.

Figure 14: Off-street public car parks



Notes: light blue circles indicate short-stay and darker blue long-stay.

### Cycle parking

There are a high number of secure bicycle stands (and other opportunities to secure bikes) around the campus with a total of 150 stands (which can often be used by more than one bike if the Sheffield type stand), 46 of which are covered. The College has stated that they are well-used most days.<sup>10</sup>

### Other support for Cyclists

The College has showers and lockers for those cycling into College. It also operates a cycle to work scheme for staff and there is a free cycle maintenance service for students twice a year.

<sup>10</sup> The 2011/12 Travel Plan stated that the number of student bicycles on-site during an average day was 186 with the number of staff cycling to the college 22.

## Other Modes and Infrastructure

### Motorbikes / mopeds

The College works in collaboration with Somerset Road Safety<sup>11</sup> to promote safe practices amongst new drivers and moped riders.

### Car sharing

Car sharing and car pooling schemes are an accepted way to commute. There are a number of schemes available for the general public to use<sup>12</sup> although none which specialise in student travel and car sharing often occurs informally between work colleagues. This informal arrangement is anecdotally used by some students at the College. However, a more formal system has barriers already known by the College – for example, quite often there can be a clause in a student’s insurance to not take “paying” passengers. This makes a formal scheme difficult for the College to support, unless these restrictions changed. The College does not monitor numbers of students choosing to informally lift share.

### E-Scooters

There is currently no secured or dedicated parking spaces or areas for e-scooters, which is understandable. However, interest amongst the general public in using e-scooters is growing with the first e-scooter to hire schemes being launched in urban areas this year. Given carbon savings over use of more traditional fossil fuel vehicles and potential change in frequency of bus services post covid-19, it is likely to be a growing mode of transport (despite the challenges faced by use on both roads and pavements) and particularly for younger age groups. The College should be aware of this trend and should seek to understand potential interest in the coming years and cater for e-scooters accordingly.

### Electric vehicle charging points

There are currently no electric charging points on the campus site. With growing demand now and in the future, providing such infrastructure would be worth considering with dedicated charging bays.

## Changing Trends in Transport Use

Data continues to be collected nationally and by relevant organisations about the impact of Covid-19 restrictions and changing behaviours in transport. There is no local travel information that we are aware of to quantify changes in travel patterns and modes in and around Taunton. Anecdotally however, national trends and our own local travel, suggests that car use has fallen, while use of other modes such as cycling has increased. Bus use has also fallen. We cannot yet be certain of how permanent (or not) the changes in travel habits will be and a good test will be in the autumn and winter of 2020 / 21 to see how the increasing return to work for more people and the return to

---

<sup>11</sup> See <http://www.roadsafetysomerset.org.uk/>

<sup>12</sup> For example, <https://www.travelsomerset.co.uk/community-car-schemes/>, [www.somersetcarshare.com](http://www.somersetcarshare.com), and <https://liftshare.com/>



schools and colleges manifests across modes. However, there is an opportunity to capitalise on changes with a likely lasting impact being on town centre parking supply and demand, which is also likely to be impacted by vacancies in retail as well as office premises in the town (meaning fewer shoppers and employees requiring both short and long stay parking). Should traffic volume increase close to pre-Covid-19 lockdown, transport consultants who are monitoring changes in modes and frequency have suggested that one change could be in the volume of traffic at peak times with a peak period being elongated and the volume of traffic being “stretched” across a longer period.

Changes are of course being influenced by increasing use (largely out of necessity to start with) of IT solutions and we reflect elsewhere in this report on the impact that this is having on the College and student experience. This may continue to play a role in student learning but it seems unlikely, subject to Covid-19 restrictions, to play a preferred long-term role for a majority of learning time out of choice.

It is too early to say what the impact could be, but there will be opportunities that the College could pursue linked to both public and private car park off-street capacity being more fluid and perhaps supply exceeding demand, subject to a careful balance being applied so as not to encourage greater car use but moving further up the “green transport” hierarchy / steps (see section later in this report).

## Current Transport and Planning Policy Context

There are several of plans, strategies and programmes either in place or in development which the College should be cognisant of as it moves the actions in this Plan forward. There could be opportunities to be taken which could help to deliver the proposed actions, by influencing policy change and / or funding programmes.

The College should keep up-to-date with progress on these to understand when to engage, look to influence and potentially benefit from capital or revenue funding opportunities.

Document / Programme	Status	Responsible body(ies)	Commentary
Planning White Paper (2020)	Consultation	Government	The Government's White Paper "Planning for the Future", published in August 2020, proposes significant changes to the planning system. It will be important for the College to be aware of changes as they come forward and the implications and opportunities that the changes could present. See <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/907647/MHCLG-Planning-Consultation.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/907647/MHCLG-Planning-Consultation.pdf</a>
National Planning Policy Framework (2019)	Approved but subject to change	Government	The NPPF is the planners' rulebook and sets out the Government's national planning policies which all those operating within or using or proposing development should consider. See <a href="https://www.gov.uk/government/publications/national-planning-policy-framework--2">https://www.gov.uk/government/publications/national-planning-policy-framework--2</a>
Taunton Deane Site Allocations and Development Management Policies document (2016)	Approved	TDBC (SW&TC)	The SADMP is being reviewed following the merger of Taunton Deane Borough Council with West Somerset Council (see Local Plan Review below). See <a href="https://www.somersetwestandtaunton.gov.uk/media/1072/sadmp-adopted-2016-maps.pdf">https://www.somersetwestandtaunton.gov.uk/media/1072/sadmp-adopted-2016-maps.pdf</a>
Local Plan Review (ongoing)	Options consultation	SW&TC	The Local Plan Review will merge and review the statutory planning documents for West Somerset and Taunton Deane. It will also extend the plan period to 2040. See <a href="https://www.somersetwestandtaunton.gov.uk/planning-policy/adopted-local-plans/local-plan-review-2040/">https://www.somersetwestandtaunton.gov.uk/planning-policy/adopted-local-plans/local-plan-review-2040/</a>
Connecting Taunton (2018)	Approved	SCC, TDBC (SW&TC)	Connecting Taunton sets out a strategic vision for connectivity for the county town referencing education as an important factor related to movement into, out of and within the town. Its longer-term aspirations include "Be a town open to innovation and new technology to improve the travel experience, making it easier to get around and reducing the need to travel for work and education." See <a href="http://www.somersetconsults.org.uk/gf2.ti/f/932418/38233573.1/PDF/-/70025521_Connected_Taunton_Draft_v9_9.1.18_Small_file_Spreads.pdf">http://www.somersetconsults.org.uk/gf2.ti/f/932418/38233573.1/PDF/-/70025521_Connected_Taunton_Draft_v9_9.1.18_Small_file_Spreads.pdf</a>
Garden Town Vision (2019)	Approved	TDBC (SW&TC)	The Vision references the importance of education in the town to help improve the town's dynamism and prosperity and states that one measure of success will be "Taunton is widely

Document / Programme	Status	Responsible body(ies)	Commentary
			recognised as a major regional centre for its education, culture, leisure and sport.” See <a href="https://www.somersetwestandtaunton.gov.uk/media/1450/taunton-garden-town-vision.pdf">https://www.somersetwestandtaunton.gov.uk/media/1450/taunton-garden-town-vision.pdf</a>
Future Transport Plan (2011)	Approved	SCC	The Transport Plan for Somerset is produced by the County Council and sets transport challenges, policy and investments for the county for the period 2011-2026. See <a href="https://www.somerset.gov.uk/roads-and-transport/future-transport-plan/">https://www.somerset.gov.uk/roads-and-transport/future-transport-plan/</a>
Taunton Transport Strategy	In development	SW&TC, SCC	The TTS is being led by SW&TC but is not yet in a position to go out to consultation (it was close to that point as coronavirus arrived).
Local Cycling and Walking Infrastructure Plan	In development	SCC	SCC is currently working on the Taunton LCWIP, but unfortunately not in a position to share publicly yet. The aim is to go out to consultation by the end of 2020 where the details of the routes that will be the focus of the plan will be available. There is not yet any specific funding available for the LCWIP, but as part of the £2b funding that the Government has recently announced, SCC is expecting some funding opportunities to be released in early 2021.
Covid-19 Active Travel Fund	Delivery phase	SCC	The £120,000 first tranche funding has been used to deliver social distancing schemes such as the pedestrianisation of East Street etc. The second tranche indicated funding of £482,000 has recently been submitted and mostly expands on the Tranche 1 schemes. The amount of funding available to Somerset is very small, so it measures have been limited in terms of projects that can be funded. <sup>13</sup>
Small Improvement Schemes	Active	SCC	The County Council administers a small improvements scheme for traffic, road safety, pedestrian and cycle projects which can be bid into. However, the fund is limited in scale and the number of projects that can be funded, county-wide. See <a href="https://www.somerset.gov.uk/small-improvement-schemes/">https://www.somerset.gov.uk/small-improvement-schemes/</a>

Notes: There are numerous other strategies produced by SCC for transport across Somerset<sup>14</sup>.

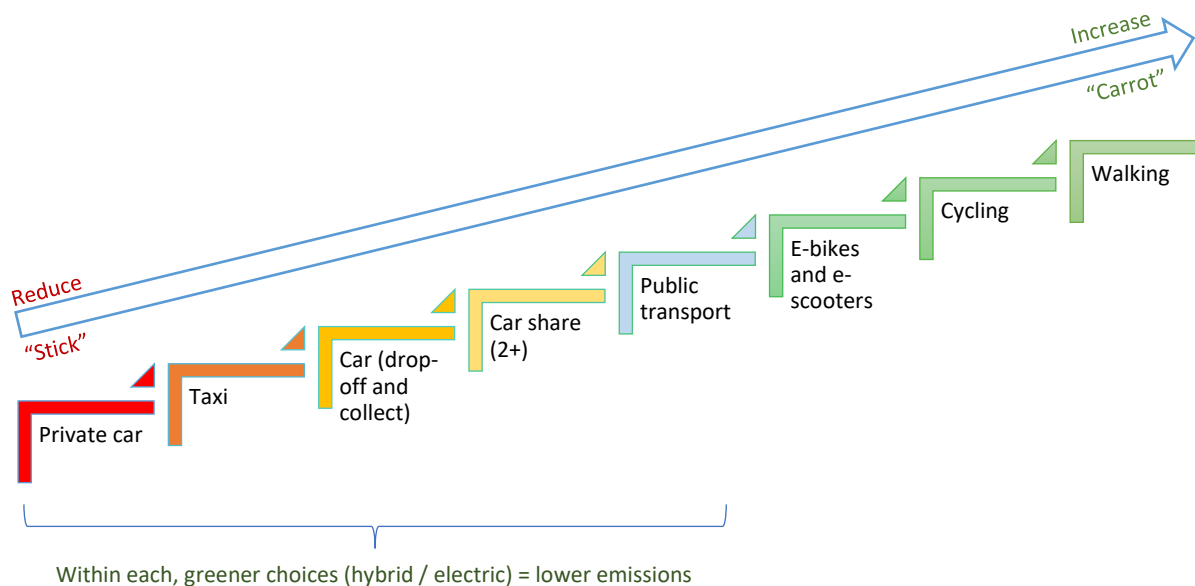
<sup>13</sup> See <https://somersetnewsroom.com/2020/06/12/measures-to-support-reopening-of-somerset-high-streets%e2%80%af/> for details of projects funded.

<sup>14</sup> These can be viewed at <https://www.somerset.gov.uk/roads-and-transport/transport-strategy/#Publications> and the list should be reviewed periodically by the college.

## Travel mode hierarchy – “stepping-up”

The “golden thread” running through this Plan is that the College, staff and students should adopt a move towards use of more “green” transport options. The transport hierarchy, illustrated below, is a principle that should be followed with a reduction in the more polluting forms of transport, using “sticks” if available and necessary and where balanced with sufficient incentives or “carrots” to help move staff and students up the hierarchy steps.

Figure 15: Transport Modes Hierarchy: “Stepping Up”



## Summarising Current Challenges

The current challenges identified above and from the “SWOT” analysis in Appendix 1 can be summarised as follows.

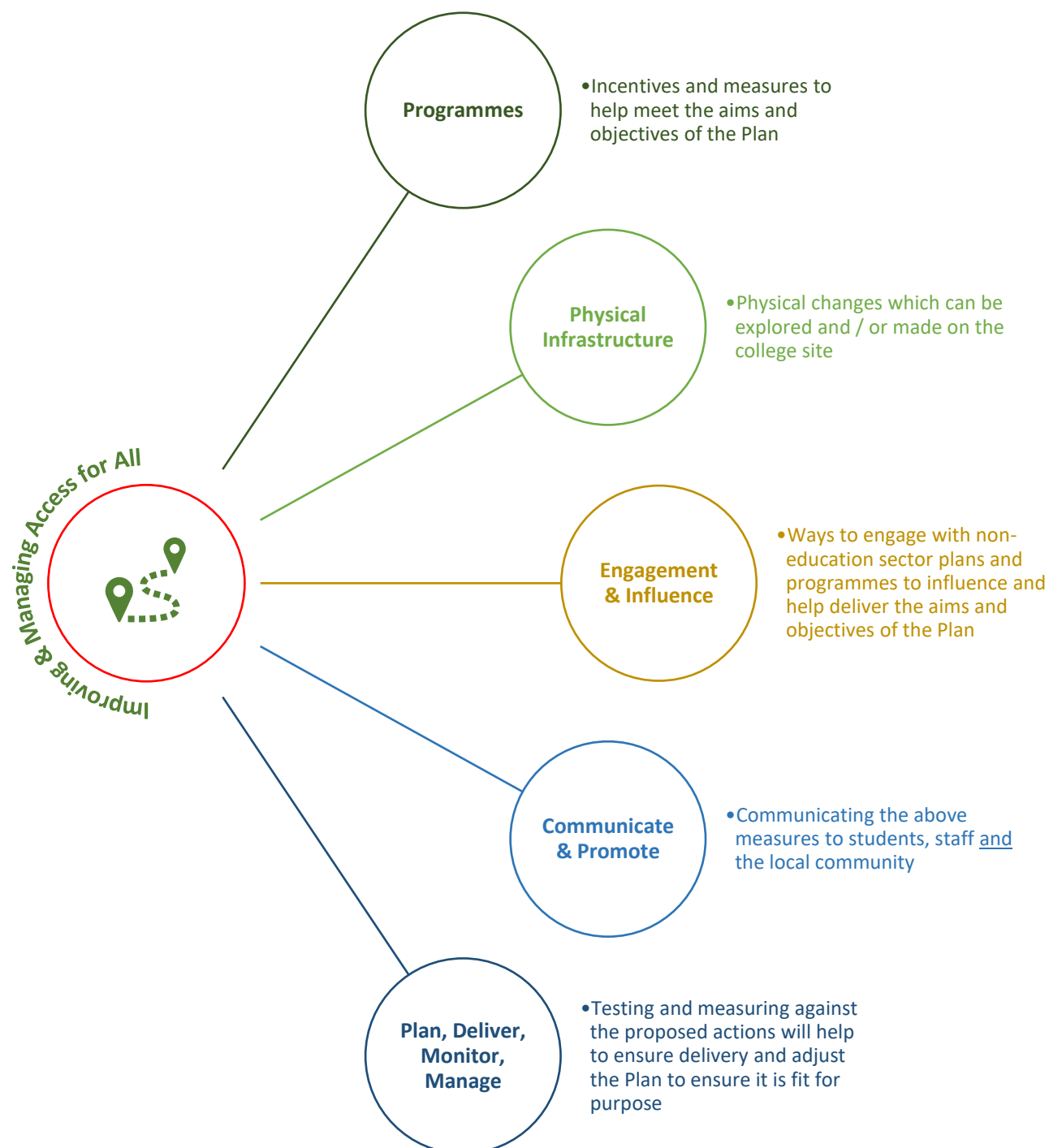
- increasing student numbers and therefore potential increase in vehicles driven to the College leading to greater volume of traffic in peak times and difficulties in parking close to the College;
- local residents’ concerns about student parking on residential streets, compounded by increasing numbers of cars being parked in the area by people likely to be working in the town centre (to avoid paying for long-stay parking);
- reduced free on-street parking when residents’ parking scheme introduced;
- displaced parking from town should travel patterns return to a pre-Covid-19 state;
- impact of travel on climate change and local air pollution;
- strategic growth of housing in Taunton leading to a greater number of students and local traffic;
- lack of available land in vicinity to develop more parking provision;
- no opportunities at the current time on an already busy and “full” site to reconfigure for additional spaces; and,
- the College will have limited funds to drive physical changes.

These challenges, however, may or may not come to fruition in the short to medium term given the impact of coronavirus and how we all travel to destinations for work, education, leisure and shopping and our frequency of journeys. There are therefore opportunities presented by the changes seen during the pandemic.

## Possible Mitigation and Actions

The possible mitigation and solutions to the challenges posed can be structured around the following themes or types of project.

Figure 16: Mapping Actions



The detailed actions to respond positively to the challenges and opportunities are set out below in an “Action Plan Framework”, mapping out a way forward for the College, its students and its staff to support, encourage and deliver behaviour change, culture change and physical change to improve and enhance transport and accessibility to and from the College in the next 5 years.

The proposed actions below also take into account actions not yet or still being pursued in the 2011 and 2014 travel plans.

The College should work to understand the cost and priority attached to each of the suggested actions. It is recognised that not all actions can be undertaken at the same time and so a prioritised and staggered programme would be a pragmatic course to follow over the next 3-5 years.

## Action Plan Framework

The Action Plan Framework should be used as a “live” monitoring tool to check and challenge, test and measure delivery and the actions’ effectiveness. Some columns in the tables are currently undefined and should be completed by the College in the first term of the 2020-21 academic year. Those positive actions already being pursued and programmes being run by the College are highlighted in italics. The Framework identifies some actions and projects to which the College will be able to commit or continue to commit to. There are several others which will need further exploration regarding their viability, demand and / or feasibility prior to commitments to confirmed proposals being made by the College. At the annual review point of the Action Plan, additional potential projects and actions could be identified, existing actions revised or amended and others removed if exploration has determined that they are unable to proceed.

### Programmes

Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
PR1	<i>Continue to support Cycle to Work scheme.</i>	Ongoing	Existing route and method.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PR2	<i>Continue to run the car parking management scheme on-site.</i>	Ongoing	Existing route and method.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PR3	<i>Continue to work with Somerset Road Safety to promote safe practices amongst new drivers and moped riders.</i>	Ongoing	Existing route and method.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PR4	<i>Continue to support County Ticket Scheme (including student financial support packages).</i>	Ongoing	Existing route and method.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	The County Council is not running the scheme in the 2020-21 academic year but it should be supported if / when re-introduced.
PR5	<i>Continue to operate the staff College cycle scheme for local</i>	Ongoing	Existing route and method.	<i>[to be completed /</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	

Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
	<i>business trips and meetings in Taunton.</i>			<i>supplemented by College]</i>			
PR6	Across several actions, where relevant, explore opportunities for closer links with local business, authorities and organisations to lever in sponsorship or time to help fund or deliver actions.	2020-21	Utilising existing local business links via Board members, Somerset Chamber, etc.  Via Lead Staff Member and / or other additional capacity (for example, consultancy support) if required.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PR7	Explore setting up and facilitating a car share scheme for staff and for students if insurance issues can be overcome.	2021	In-house study.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PR8	Take the positives from the temporary 2020-21 approach to timetabling and the measures used for more remote learning and apply in the longer-term alongside the quality experience and learning that face-to-face teaching methods provide. The introduction of complementary alongside to face-to-face learning could contribute to positive impacts on transport issues.	2021	In-house study.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PR9	Explore a pilot “park and walk” scheme (for one or more weekdays), with Somerset West and Taunton Council or private / business providers, for staff and students where parking in the	2021	In-house study.  Establish and maintain links with Health & Wellbeing Board and Public Health Team officers.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	With reduced commuting of people working for business in town and edge of centre locations, car park providers may be open to incentive schemes for those potential users who have no other choice than to



Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
	town centre or edge of centre at designated car parks is discounted. Link with Public Health & Wellbeing Board and County Council to understand how such a scheme could contribute to their health and transport targets.		Via Lead Staff Member and / or other additional capacity (for example, consultancy support) if required.				travel by car. A balance would need to be struck to ensure that the College is not being seen to simply encourage travel to the College by car but links with health and wellbeing initiatives might be welcomed by the health & wellbeing board.
PR10	Subject to potential demand (if identified in staff and student survey), explore feasibility (including cost and funding sources) of a short-term College bicycles “bank”, loan or hire scheme.	2021	In-house study.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PR11	Explore the viability of installation of an electric car charging point to facilitate investment in or lease of a small electric or plug-in hybrid car for local business trips and meetings in and around Taunton.	2023	In-house feasibility and viability study.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	

## Physical Infrastructure

Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
PI1	<i>Continue to replace older single bicycle stands and those not covered with covered Sheffield or similar style stands to increase security and the capacity for cycle storage / parking.</i>	2020-21	Identify priority replacement stands from quality standard	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PI2	<i>Continue to invest in IT to enable and maximise opportunities for remote working and learning, where practical and feasible for both staff and students and course material and content.</i>	Ongoing	In-house study	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	To include exploring staff roles that would be suitable for home working on a regular basis.
PI3	Subject to potential demand (if identified in staff and student survey) explore feasibility (including cost and funding sources) and possible locations on-site to install additional covered and secure cycle stands.	2021	In-house study	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PI4	Seek to resolve any issues relating to security and safety of student and staff use of the foot / cyclepaths to Mountway and the informal route across the "green wedge".	2021	In-house study and dialogue with responsible bodies / landowners.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	

## Engagement & Influence

Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
EN1	Engage in the local planning and transport planning process (with Somerset West and Taunton Council and Somerset County Council (Transport Planning Team)) with constructive and objective responses to consultations reflecting the transport, education and other aims and objectives of the College, and to influence future funding applications and spend.	Termly	Nominate a member of staff and / or other additional capacity (for example, consultancy support) if required to be a liaison with officers at the two local authorities to periodically get updates on or monitor their websites re key work-streams and timing of plans and programmes which could present opportunities for the College to influence change, projects and access funding.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	Key documents will be Local Plan Review, future Garden Town documents, Local Transport Plan for Somerset, Taunton Local Transport Strategy, Walking and Cycling Strategy and Local Transport and Infrastructure Plan.  Periodically check local authority websites for announcements on timing or maintain relationships with officers to understand up-to-date picture.
EN2	Engage with local campaigns to improve pedestrian and cycle accessibility (for e.g. Taunton Area Cycling Campaign).	Annual	Establish links with key individuals and / or groups within professional networks such as linkedin and facebook.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
EN3	Engage with the Somerset Public Health & Wellbeing Board and Public Health officers to connect to their health targets and outcomes in the Health & Wellbeing Strategy and explore access to funding via health sector.	2020 initially, then termly	Initially contact in 2020 and then maintain links termly.  Via Lead Staff Member and / or other additional capacity (for example, consultancy support) if required.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
EN4	Support and encourage any relevant scheme to provide and cycle and footpath across the "green wedge" to improve connectivity and accessibility to south Taunton.	When appropriate	When engaging on and responding to future planning documents with Somerset West and Taunton.  Via Lead Staff Member and / or other additional capacity (for	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	

Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
			example, consultancy support) if required.				

## Communicate & Promote

Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
CM1	<i>Continue to share useful websites, apps, etc. on travel options and reducing car use with students and staff.</i>	When published media produced and events held.	Explore following routes and set out in travel communication strategy (what, where, when, how).	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
CM2	<i>Continue to communicate to students the importance of locking their bicycles when parking on-site.</i>		Print media – prospectus, enrolment / registration information, freshers’ events / induction, Development Plan.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
CM3	Communicate travel plan and measures to students and staff to continue to educate all about greener and smarter travel choices and options.		Social media posts once or twice a month.	Banners. Newsletters / leaflets Notice boards across College campus.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>
CM4	Linked to the above action, promote existing public transport (e.g. County Ticket Scheme) and cycling incentives (e.g. Cycle to Work scheme) and offers to students and staff.	During scheduled focus weeks.	Website. Social media (set up regular posts). Intranet. External communication with general public about positive travel plan – Taunton street fairs, festivals and events where College already has presence.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
CM5	Revise the College Development Plan to reflect existing College commitments to influence positively mitigation and adaptation to the impacts of climate change.	At next review of Development Plan (annually?)	“Green travel” week and piggyback other events such as cycle to work week etc.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
CM6	Ensure that travel plan or action plan (at least) is communicated with local residents.	When Board approves travel plan	Other awareness raising weeks.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	

Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
CM7	Revise College campus map to add location of cycle stands, covered cycle stands, cycle paths walking routes and bus stops (and add any future additional infrastructure provision such as electric charge points etc.). Make available on website as well as replacing in existing campus plan locations.	2021	In-house or external publisher	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	

## Plan, Deliver, Monitor, Manage

Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
PL1	<i>Continue to deliver existing transport management schemes and incentives, monitoring their effectiveness.</i>	Ongoing	Via appropriate staff member tasked with administering scheme.	[to be completed / supplemented by College]	[to be completed by College]	[to be completed by College]	
PL2	“Appoint”, if not already in place, a member of staff in the Senior Management Team or other support officer to act as the responsible person to manage the implementation of the travel plan.	2020	Via Senior Management Team.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PL3	Identify budget to deliver actions and any capital and revenue funding gaps which would need to be filled to fully implement actions.	2020-21	Via relevant Staff Member and Senior Management Team.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PL4	Explore the provision of a new changing facility with showers and lockers for staff located in a more convenient location adjacent to covered and secure cycle stands.	2020-21	Via Lead Staff Member and / or other additional capacity (for example, consultancy support) if required.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	
PL5	Annual students and staff survey to collect data on travel habits and modes, times of travel in and out of College, distances travelled, needs, blockages to using alternative travel modes and ideas for solutions to reduce travel by private car etc.	Annual	Initial survey in-house under consultant guidance.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	Annual to suit College but reflecting seasonality of choices made.

Ref.	Action	Timing / frequency	Method	Lead and Partners	Cost Estimate (where known)		Notes
					Capital	Revenue (per annum)	
PL6	Monitor / request information on Borough and County Council use of s106 and Community Infrastructure Levy funds on transport solutions local to the College.	Annual	Via local authority liaison officer (see action above) and / or other additional capacity (for example, consultancy support) if required.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	Borough and County Council should publish details of spend at the end of each calendar year. Inquire in January each year.
PL7	Monitor (test and measure, check and challenge) the actions in this Plan to implement in a proactive way and monitor their effectiveness.	Termly	Via Lead Staff Member and / or other additional capacity (for example, consultancy support) if required.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	At a time to best suit College staff member with the responsibility but most beneficial at the end of each term.
PL8	Report on an annual basis to the College Governors the monitoring of the travel plan and adjust actions to continue to improve and enhance transport and accessibility to and from the College.	Annual (end of year)	Via Lead Staff Member and / or other additional capacity (for example, consultancy support) if required.	<i>[to be completed / supplemented by College]</i>	<i>[to be completed by College]</i>	<i>[to be completed by College]</i>	



## Responsibilities and Accountability

As indicated above, it will be important for the College to commit to identify a member of staff and / or other additional capacity to have responsibility for the Action Plan's further development and to lead on, co-ordinate and / or deliver the actions / projects.

## Next Steps

As suggested in the introduction to this Plan, this report forms the first part of what is considered to be a 5-stage process alongside implementation of the actions proposed in the Action Plan Framework. These stages are:

1. **Community Travel Plan:** This Community Travel Plan sets out how best the College can deal with challenges it faces related to travel and accessibility and respond to opportunities in the coming years.
2. **Screening:** The first implementation task should be to consider and confirm the actions proposed in the Action Plan Framework, completing estimates for timings and / or costs of the actions as accurately as possible at the current time.
3. **Survey:** The Plan has been compiled using little up-to-date data to quantify the proposed actions. The third stage of the process will require detailed data to be collected from staff and students (towards the end of 2020 or early 2021) in relation to a range of issues, focusing on how they travel to and from the College, how best to mitigate difficulties presented by travelling to the site and develop solutions. It can also be used as a testbed for the proposed actions identified in this Plan.
4. **Monitoring:** Once the recommended actions set out in this report have been better defined and scrutinised using this data, the third stage will need to focus on accurately monitoring (perhaps annually) travel behaviour and the impact of actions brought in to mitigate problems.
5. **Implementation:** The implementation of the proposed Action Plan Framework in the Plan will be an ongoing process, commencing at the start of the 2020-21 academic year (September) and should be reviewed periodically during the lifetime of the Plan.



## Appendix 1 - SWOT analysis

The following grid sets out the key strengths, weaknesses, opportunities and threats which face the college where they are related to transport and accessibility. The highlighted factors represent drivers for change which have led to the development of this plan.

Strengths	Weaknesses
<p>Key local employer. Responsible education provider. Training students for future roles in careers and employment in Taunton and across Somerset / eastern Devon area. Quality education across a wide range of subjects. Attractive College for students. College in a position of influence in relation to student and staff travel habits.</p>	<p>Lack of available land in vicinity to develop more parking provision. No opportunities at the current time on an already busy and “full” site to reconfigure for additional spaces. Growth in Taunton in next 10-15 years will increase pressure on current site without solutions put in place to accommodate potential additional students physically on-site or in other ways (e.g. increased remote learning). Limited funds to drive physical changes. College cannot police student behaviour off-site.</p>
Opportunities	Threats
<p>The changing climate means that we all have a role in driving change. Link learning with transport solutions. Education being used to lever culture change – students, staff and families. Online / remote learning. Current issues around parking push college to innovate to find solutions to issues rather than (unsustainably) develop additional parking capacity on-site. Major development on southern side of Taunton. Previous shorter-term travel plans which were a necessary response to development at the college present an opportunity to build upon many of the positive actions and programmes already put in place. Good time to influence future strategies and programmes looking to deliver transport solutions.</p>	<p>Reduced free on-street parking when residents’ parking scheme introduced. Reducing capacity for free nearby on-street parking due to encroachment of daily commuters to avoid paying in town centre car parks. Limited physical space on-site could constrain college’s ability to grow without additional site or sites. Climate change.</p>

## Appendix 2 – 2011/12 Travel Plan (Sections A, B and C)

### TRAVEL PLAN FOR RICHARD HUISH COLLEGE

#### SECTION A : SITE INTRODUCTION

RICHARD HUISH COLLEGE  
SOUTH ROAD  
TAUNTON  
TA1 3DZ  
01823 320800  
e-mail: [rhc@richuish.ac.uk](mailto:rhc@richuish.ac.uk)  
[www.huish.ac.uk](http://www.huish.ac.uk)

#### A1 PLANNING

PLANNING AUTHORITY: TAUNTON DEANE BOROUGH COUNCIL  
GRID REFERENCE: 323517.123664 [OS.235237]

A TRAVEL PLAN FOR THE COLLEGE is a planning condition of Application Number 38/09/0258 on which consent has already been conditionally granted.

This development, a one and two storey building housing teaching and learning spaces for curriculum areas including Media, Film, Photography, Graphics and Music Technology, has GFA 747 m<sup>2</sup>. When complete the GFA for all buildings on the site will total 11269m<sup>2</sup>.

The new development commenced on site on 5 January 2010 as a single phase development with first occupation on 6 September 2010.

Planning Officer: Mrs F Wadsley  
Transport Development Group Officer: John Fellingham

#### A2 SITE DESCRIPTION AND ACTIVITIES

Situated on the south side of Taunton, just outside the town centre area, Richard Huish College occupies 8.21 hectares of which 5.71 are sports fields, including 'Ash Meadows'. The site contains 15 buildings, of which 6 are temporary 'Elliot' classroom buildings.

As a state-funded Sixth Form College Richard Huish is unique in Somerset, one of only two such institutions in the South West of England. Activities fall entirely within the description of Further Education with the dominant provision being full-time level 3 courses for students in the 16-19 age range [during 2009-2010 these numbered 1820]. Excellent provision and outcomes for students have contributed to sustained growth in student numbers over a 15 year period. The College is Ofsted Outstanding and a LSIS Beacon college and results consistently put the College in a 'top ten' position among sixth form colleges in England. Students are drawn to the College from a wide geographical area, with approximately 55% coming from Taunton Deane comprehensive and independent schools. During the past 10 years 5 new buildings have been built on the site with an additional neighbouring property being purchased and converted.

#### **A3 PEOPLE ON THE SITE**

##### **Staff:**

Total number of employees	266
Typical number of employees on site at one time [College terms]	199
Typical number of employees on site at one time [College holidays]	54

##### **Students:**

Total number	2070
Typical number per day	1700

##### **Visitors:**

Typical number per day	10-20
Typical number at one time	5-10

##### **Hours of operation:**

Normal working hours	9.00 am - 4.35 pm
Opening hours	8.30 am - 9.00 pm
Peak travel hours [Monday-Friday term time]	8.00 am - 9.00 am 4.00 pm - 5.30 pm

#### **A4 REFERENCE**

This plan has been produced using the Somerset County Council Manual for Travel plans.

## SECTION B :SITE AUDIT REPORT

### B1 INTRODUCTION

This Travel Plan is written at a point in time when the College has already made progress, over a number of years, with measures designed to encourage sustainable travel arrangements with both staff and students.

These measures include:

#### B1.1 Car parking management/permitting

The current scheme has been in place for 5 years. Briefly, it allows parking on site only by permit holders, with no reserved parking spaces other than disabled parking. An annual permit costs £80 [2009/10], for both staff and students. Part-time staff pay a fraction based on their employment contract, no first year students [16/17 year olds] or students resident in TA1 are able to purchase a permit. A special category of permit for staff is free to those who only use a car for 20% or less of their visits to College, with 80% being on foot, by cycle or by public transport. The permit scheme implicitly encourages car sharing, particularly among students. Motorcycle permits are encouraged on a voluntary/no charge basis.

The proceeds of the scheme are used to both staff the parking management and security and, year on year, to invest in improvements to eg cycle parking. A full-time Parking Officer checks and enforces the scheme, including clamping. Data for 2009/10 is as follows:

Permits purchased:	Staff full-time	144		
	Staff part-time	106		
	Staff free [20%] permits	25		
	Students [16-18]	188		
	Part-time students [>19]	310		
	[mostly 1 day or evening per week]			
Car parking spaces:	Main site	55	Designated:	Staff 46
	Bishop Fox's Drive	130		Student/Staff 180
	Bishop Fox's School North car park	50		Visitor 5
		235		Disabled 4

#### B1.2 The County Ticket Scheme

The College has been a strong advocate of the County Ticket bus scheme since its inception, recommending it to all students applying and subsidising costs for students with financial hardship. During 2009/2010, 695 tickets were purchased, breakdown by main postcodes as follows:

POSTCODE	NUMBER OF STUDENTS	% of total
TA2	14	23%
TA3	35	
TA4	72	
TA5	16	
TA6	23	
TA7/8/9	23	
TA10	50	
TA11/12	31	30%
TA13/14/15/16	26	
TA17/18/19	45	
TA20	54	
TA21	92	13%
TA22/23/24	35	5%
BA	19	3%
EX	150	22%
Others	33	5%
Total	695	

The volume of student bus users has resulted in a number of services, as their last or first stop, coming directly to the College. The College 'Student Finance Officer' liaises directly with County Council colleagues to monitor and improve the efficiency of the bus companies throughout the year.

### **B1.3 Cycle Scheme**

The College has offered staff, since June 2008, the opportunity to purchase a cycle through salary sacrifice. This has been publicised through the internal e-bulletin 'Employment Matters'. To date 18 staff have entered the scheme.

### **B1.4 Cycle repair and maintenance**

The College has hosted this 'free' scheme since its inception, with very strong take-up by both students and staff.

### **B1.5 Remote IT Access**

For several years, all College IT systems have been accessible to staff and students remotely, enabling both groups to work at home and in other locations for at least a part of their working week. All full-time teaching staff have College laptops with wireless connectivity.

### **B1.6 Facilities**

Facilities for waiting, changing, showering, eating and drinking have all seen year-on-year improvements over a long period and are now very good, for both students and staff. Shower

spaces separately provided for staff and students include some drying space for wet clothes, but this provision is not sufficient for current users.

## **B2 OFF-SITE TRANSPORT LINKAGES**

### **B2.1 Walking routes off-site**

There are three main walking routes from the College -

- Into the town centre by South Road, Sainsbury's crossing
- Into the town centre by cycle/footpath, Mountway, the Mount crossing
- South down South Road to the shops at Mountfields, then on to Holway/Killams residential areas.

Accessibility on all these routes is good, with the exception of Crossings. The Sainsbury's crossing is multi-stage with quite long waiting times, the Mount crossing is also multi-stage and can be crowded, and the walk to Mountfields requires two crossings, one by Calway Road lights and the other the pedestrian crossing at Mountfields. Continuity on the second route is broken by the lack of pavement/footpath on a section of Mountway. Safety, security and comfort are also good, with the exception of the footpath between Richard Huish College and Mountway during the hours of twilight/dark. It is lit but there have been occasional incidents, particularly with lone female students, of nuisance or threat which discourages its use during these hours. All routes are easy to find and follow, but there is little signage. Small numbers of students will cross the 'green wedge' on foot, usually via Ash Meadow [part of the College], the East Deane Way then into Sherford, Wilton, Galmington and Comeytrowe. The first part of this route can be muddy and dark.

### **B2.2 Cycling routes off-site**

There are two main cross-town routes, with many variations. One starts on the cycle path through College, via Vivary Park, town centre etc; the other South Road, streets to East Reach, paths by Obridge viaduct etc. On both these routes accessibility is good, although not continuous, and no cycling on the High Street, plus cars parking on North Street cycle lanes cause obstruction. Comfort is also good as is safety and security with the exception of lengths of busy road where there is no lane or cycle track. Information provision is patchy. The route south down South Road and in to residential areas has fewer cycle lanes and paths, but accessibility and comfort are good, safety and security adequate and information patchy.

### **B2.3 Location of bus stops, destination of bus routes, service schedules and fares**

Bus stops, on both sides of South Road, are immediately in front of the main College entrance, some 30m from Reception and the cafeteria, 60m from the staff room. In addition, some services come into the site, 10 - 15 metres from the main entrance/cafeteria. At all stops the accessibility is good, although for south-bound routes the road crossing can be very busy at peak times. Facilities, safety and security are good. Information within the site is non-existent,

but the South Road bus stops have schedules. No real-time service information or audible information.

Bus routes to and from Richard Huish are shown on the appended map, produced by Somerset County Council. See appendix 1

The following table shows the services which call at the College, both inside the campus and at the South Road stops immediately in front of the college.

Service Number	First arrival at stop	Last departure from stop	Origin/Destination
92	8.50	16.40	RHC/Cullompton
92a	8.40	16.40	RHC/Tiverton
221	8.50	16.40	RHC/Berrow
98	8.35	16.35	RHC/Buckland St Mary
96	8.16	16.40	RHC/Merriott
1A	6.57	18.27	Holway/Priorswood
1A	7.13	18.13	Wellspring/Holway
99/99A	7.38	18.48	SCAT/Yeovil
99/99A	8.22	19.37	Yeovil/SCAT

#### **B2.4 Rail station, train services**

Taunton Train Station is approximately a 25 minute walk/10 minute cycle from the College. By car/taxi the time is very variable depending on the time of day. The number 1A bus operates a direct service to the station, taking 23 minutes, with a 30 min frequency throughout the working day. First service 6.57, last service 18.27.

All the facilities of a mainline station are available. Very small numbers of students and staff are regular train users on their journey to College, from destinations such as Burnham-on-Sea, Exeter, Weston-super-Mare.

#### **B2.5 Road network/Taxi services**

On site parking management and permitting has been previously outlined. Access on to the road network is via a one-way [in/out] system at the main entrance, or via Calway Road, Bishop Fox's Drive to the main car park. All these routes are within 30mph zones. Congestion on South Road at peak times [generally 8.00 - 9.00 am northbound traffic into the town centre] can make access into the College site difficult, but at all other times it operates quite smoothly. Bishop Fox's School and the College have different start and finish times which helps to spread the peak-time traffic load. There is parking available on neighbouring streets [South Road, Calway Road, Bishop Fox's Drive, Stoke Road and Greenlands], but this is a cause of friction at times of the year [generally February to May] when students who do not opt into the permit system [and have just reached the age of 17!] reach the maximum number. The College works reasonably effectively with local residents to minimise the effects of this problem.



A well established, and reasonably well publicised, route to the motorway network, avoiding the town centre, is well used by regular drivers to the College [Stoke Road, Chestnut Drive, Blackbrooketc]. Many staff and students use routes into Taunton which bring them into South Road from the south [ie via Corfe, CheddonFitzpaineetc], thus avoiding the town centre, but no doubt contributing to northbound congestion on South Road.

Several taxi companies in the town achieve very fast call-out times to the College and it is a well known destination for taxis bringing visitors etc from the train station.

## **B3 ON-SITE DESIGN AND PHYSICAL FACILITIES**

### **B3.1 Walking on-site**

The whole College site is designed, and has been developed and improved, to facilitate walking on the site. The nature of A level timetabling is such that every one and half hours a large proportion of the population moves to a different room. There is ample signposting between different buildings, and plenty of outside seating, covered and otherwise. The site and buildings generally exceed DDA compliance, and the whole site is regularly used by wheelchair users. Green areas between buildings have been maintained as the site has been developed.

Separation between cars and pedestrians is reasonably good, except at two points near the entrance/exit circle by the main entrance. An on-site speed limit of 10mph is signposted, with some calming measures, but there is room for improvement of this aspect.

The site is well maintained, with constant litter picking and a considerable drive to encourage and enable recycling. CCTV coverage of the whole site, and night-time lighting are both comprehensive.

### **B3.2 Cycling on-site**

Cycle parking areas are close to the two main gate entrances and close to buildings where they are overlooked at all times. Racks can accommodate about 200 cycles and are well used. The majority are older-style, single wheel racks and not covered. Theft of cycles is a recurring problem and cycles are particularly vulnerable if left on-site overnight.

### **B3.3 Motorcycle parking**

There is a designated motorcycle parking area, in good public view, but without specific locking equipment. Good separation is achieved between motorcycle and bike parking. Roughly 30-40 motorcycles are regularly parked on site and incidents of theft or damage to motorcycles are extremely rare.

### **B3.4 Facilities**

The College owns a 17-seater minibus and a small College car which is the first option for all business trips by staff. Loan equipment of all sorts [laptops, cameras, phones etc] is available to students and staff either individually or as part of an organised College trip.

The policy for business travel is a hierarchy in which the last option is to use one's own vehicle. There is no 'pool' bike available for local travel. Smarter working is both encouraged and enabled through remote IT access, issue of laptops and smartphones etc but the jobs of the vast majority of staff require interaction with students.

#### **B3.5 On-site 'pick-up' parking**

At the peak start and finish times large numbers of students are dropped off/collected by car. The site copes well with these peak times by always having a security/parking attendant on the main entrance/exit circle to assist and to avoid congestion.

The continuous stream of driving school cars arriving and leaving throughout the day is controlled, by mutual agreement, by only picking up and dropping off in the student car park, not the main entrance.

## **SECTION C : ACTION PLAN**

### **C1 OFF-SITE TRANSPORT LINKAGES**

- C1.1** The County Ticket is a key element in maintaining and increasing the numbers of students who travel to College by bus. *The College will continue to support this scheme in every way possible.*
- C1.2** *The College will make representations to relevant Council departments to improve the pedestrian crossing systems at Sainsbury's and The Mount.*
- C1.3** *The College will support [as it has in the past] any relevant scheme to provide a cycle/footpath across the 'Green Wedge'.*

### **C2 ON-SITE DESIGN AND PHYSICAL FACILITIES**

#### **C2.1 Cycle parking for staff/students**

*The College will continue the existing plan of replacing 10 old style rack spaces with 10 Sheffield style covered spaces per academic year, using current locations, in addition 10 covered spaces will be added, specifically for staff, by Sept 2011.*

#### **C2.2 Visitor cycle parking**

*The College will put in place Sheffield style racks for 4 cycles, close to the main Reception, by April 2011.*

#### **C2.3 Facilities for cyclists**

*The College will specifically sign shower and allocate drying room facilities for staff and students [separately] and post information about them on a new Travel noticeboard and a new Travel section on the College intranet, by Jan 2011.*

#### **C2.4 Car share parking**

*The College will promote existing car sharing schemes through internal e-mail and website to staff, and provide 5 reserved parking spaces for car-sharers by September 2011, increasing each year by 2 additional spaces, or more if the rate of take up increases. These spaces will be in a prime position.*

#### **C2.5 Car parking**

*As soon as numbers allow, the remaining car parking spaces in the centre of the campus will be removed and replaced with cycle parking.*

#### **C2.6 Outdoor noticeboards/maps**

*An outdoor noticeboard will be placed at the on-site 'bus stop' containing information and timetables for all routes servicing the College. The updated College site map/plan [attached] will be placed in the same vicinity, showing all walking/cycling routes and facilities, by December 2010.*

### **C3 IN-BUSINESS MEASURES**

#### **EXEMPLIFY and ENFORCE**

- C3.1 The role of Travel Plan Co-ordinator will be held by a member of the Senior Management Team, currently the Vice Principal [Resources] (details at the end of this report). The plan will be delivered through the Support Services Board.*
- C3.2 The Travel Plan charter will be signed by the College Principal, and this plan, with a statement of commitment, will be passed to the College governing body for approval.*
- C3.3 The current hierarchy for business travel will be given more teeth by making it a single policy, enforced at the point of management approval, by November 2010.*
- C3.4 The College will continue the existing car parking management scheme with the following improvements: the scheme will explicitly set out the benefits of car sharing, and the annual cost will increase at least in line with inflation, from September 2011.*

#### **ENCOURAGE**

- C3.5 The College will continue to support the 'cycle scheme' cycle purchase scheme for staff.*
- C3.6 The College will mount regular (termly) awareness-raising campaigns among staff and students on sustainable travel, using websites, email and posters. Starting November 2010.*

#### **EDUCATE**

- C3.7 As outlined in various other targets, indoor and outdoor noticeboards, leaflet displays, website pages and email newsletters will be set up and used to inform and educate staff and students on smarter travel choices. Starting November 2010.*

#### **ENABLE**

- C3.8 The College will purchase one or two cycles with panniers etc., for local staff business travel, this method of travel will then be incorporated in to the business travel hierarchy, by February 2011.*

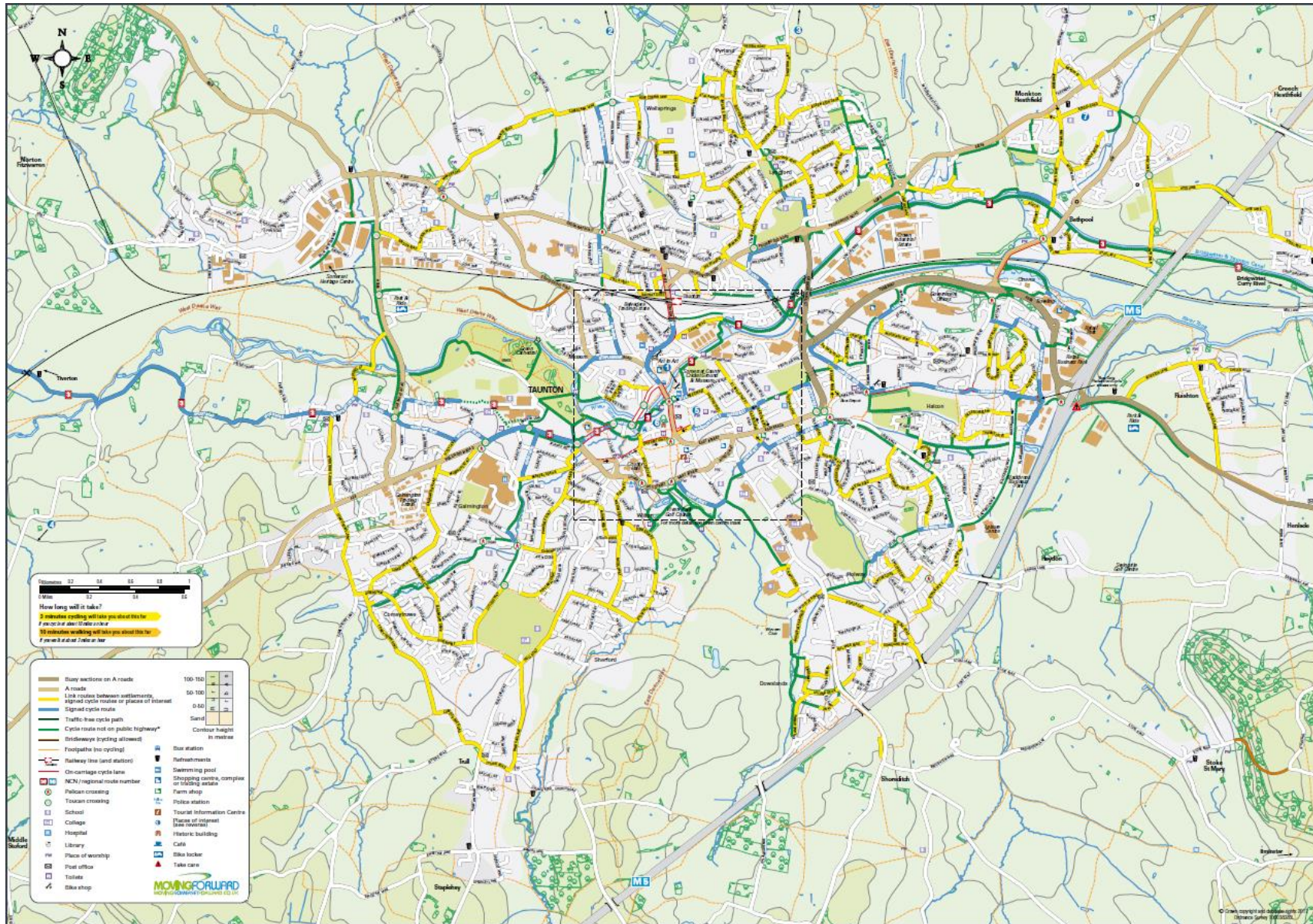
## Appendix 3 – 2014 Travel Plan for Student Accommodation

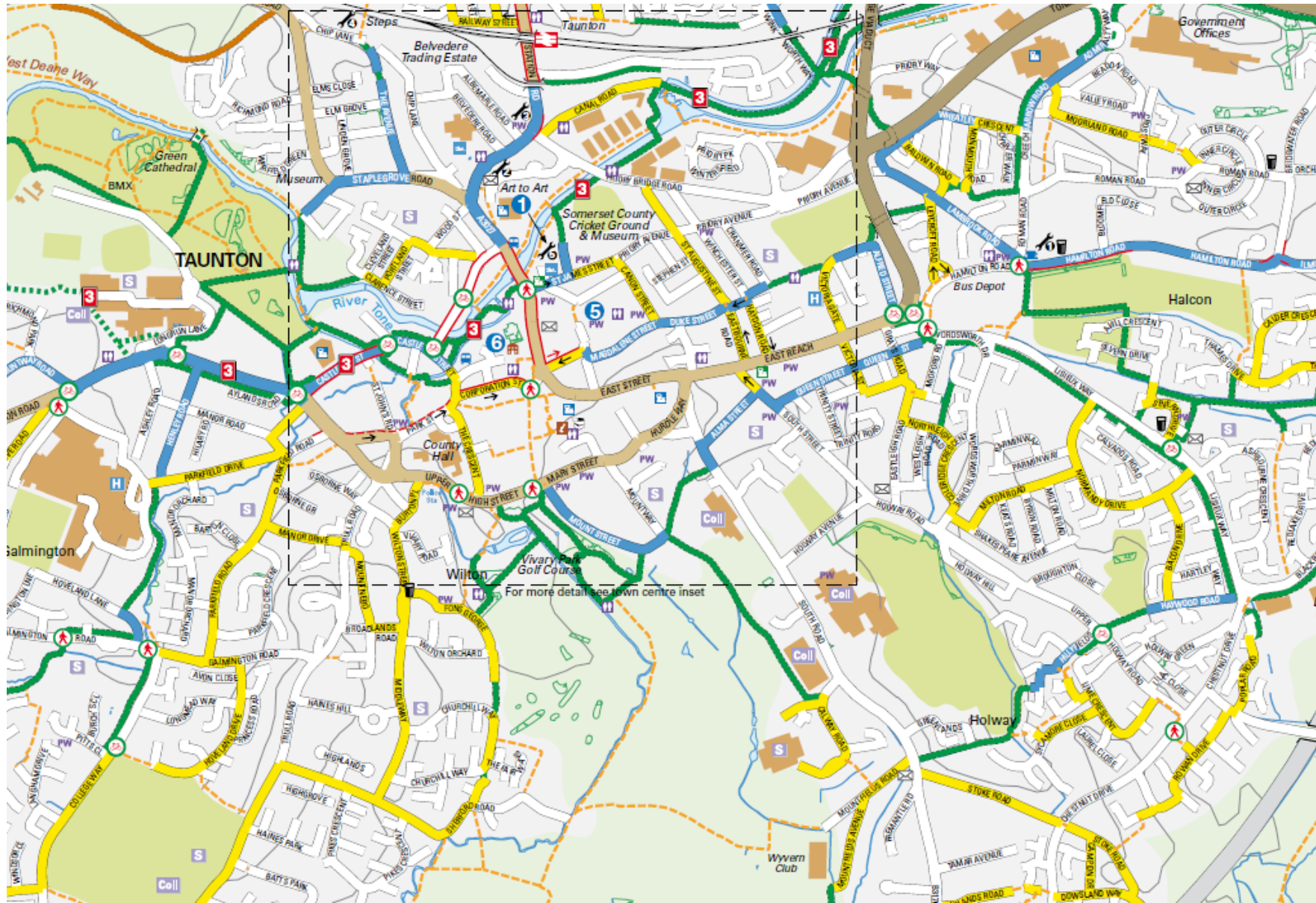
See

<https://www2.somersetwestandtaunton.gov.uk/WebPages/Imaging/ViewImage/ViewImage.aspx?SBarcode=Ty1DGpSgLrOar2CBvT&ExtID=PDF>

Appendix 4 – Transport Network Maps

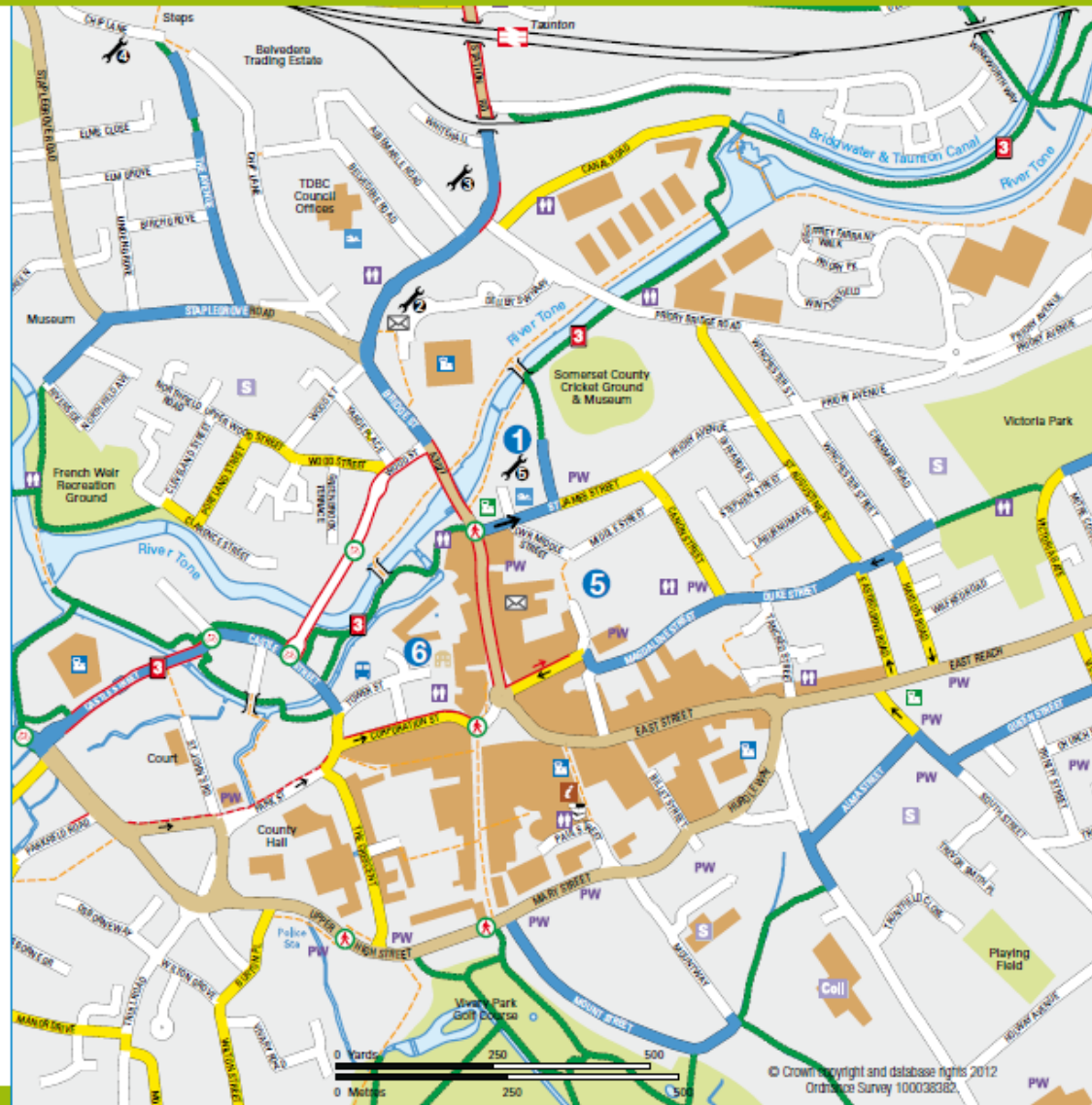
# Taunton Walk and Cycle Map







## Town centre



## Cycling advice

### GENERAL

- Always abide by road regulations and the Highway Code.
- Make sure your bike is well maintained and roadworthy.
- Be visible. You must use front and rear lights after dark and may wish to consider wearing reflective or bright clothing.
- Wear appropriate footwear and clothing and consider wearing a helmet.
- Carry a good-quality lock and make sure you secure your bike if leaving it.
- Cycle route signs are generally white on a blue background.

### RIDING ON THE ROAD

- Make sure you can start, stop, signal confidently with both hands and check behind without wobbling before riding on the road.
- Always ride within your own ability.
- Ride about 1m out from the kerb to avoid drains, litter and glass in the gutter and to make yourself more visible to following traffic.
- Think ahead and try not to make sudden moves or changes in direction. Anticipate obstacles and turns ahead and position yourself appropriately in good time. Act decisively and do not be afraid to assert your position on the road.
- Give way to pedestrians, wheelchairs and horse riders.

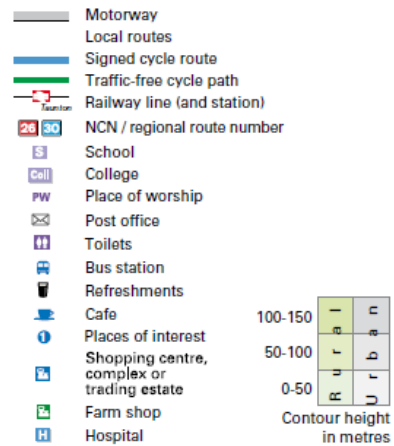
**Moving Forward** is a Somerset County Council initiative aimed at reducing congestion and pollution in Somerset. By raising awareness and encouraging wider use of sustainable travel alternatives such as walking, cycling, car share and public transport, we can protect and improve our environment, our health and our quality of life.



Did you know that the majority of car trips are less than 2 miles? These days it's all too easy to just hop in the car without thinking, even when we're only popping round the corner. Walking or cycling some of these small journeys instead, even occasionally, would make a big difference. We hope this map will help you to explore some of the options suitable for you.

To find out about other ways you can improve your quality of life simply by making smarter choices about the way you travel, visit [www.movingsomersetforward.co.uk](http://www.movingsomersetforward.co.uk)

## Routes and symbols



### COMMENTS

These maps have been produced with advice from local cyclists, town/parish councils and other interested partners and will be continually reviewed and updated. We welcome any comments that may help improve the quality and information provided for future

editions. Please send comments and observations F.A.O. the Cycling Officer, Somerset County Council, CPO, County Hall, Taunton TA1 4DN or email [taunton@somerset.gov.uk](mailto:taunton@somerset.gov.uk)

### REPORTING A PROBLEM ON A PUBLIC RIGHT OF WAY

If you find a problem on a public footpath or bridleway such as an obstruction, aggressive animal, missing signpost or damaged stile please telephone

Somerset Direct on 0845 3459155 or visit [www.somerset.gov.uk/rightsofway](http://www.somerset.gov.uk/rightsofway), where you can inform us via the interactive mapping.

This map is published with the intention of providing information about the local road and cycle path networks. Every effort is made to ensure that all the information is up to date and accurate. Inclusion of marked routes on the map does not guarantee that these routes will be hazard free. In particular, the routes marked in yellow indicate strategic routes linking settlements, marked cycle routes or other facilities and have been chosen according to a number of criteria which may make them more convenient to cyclists, including gradient, directness and typical traffic conditions. They do not indicate an enhanced level of maintenance or guaranteed safe conditions. In all cases, cyclists should

judge the suitability of the route in relation to the conditions of the time of use and their own cycling ability. Somerset County Council does not accept responsibility for any loss or damage that may occur resulting from the reliance upon this information.

\*Routes that are not public highway  
These routes (marked with dashed lines on key) are not dedicated as public highway. Somerset County Council has no responsibility for the maintenance, use of access or condition of these paths and cannot accept any liability for any injury, loss or damage to any property arising from their use.

## Taunton and the surrounding area



Source: Somerset County Council

# Public Rights of Way Network

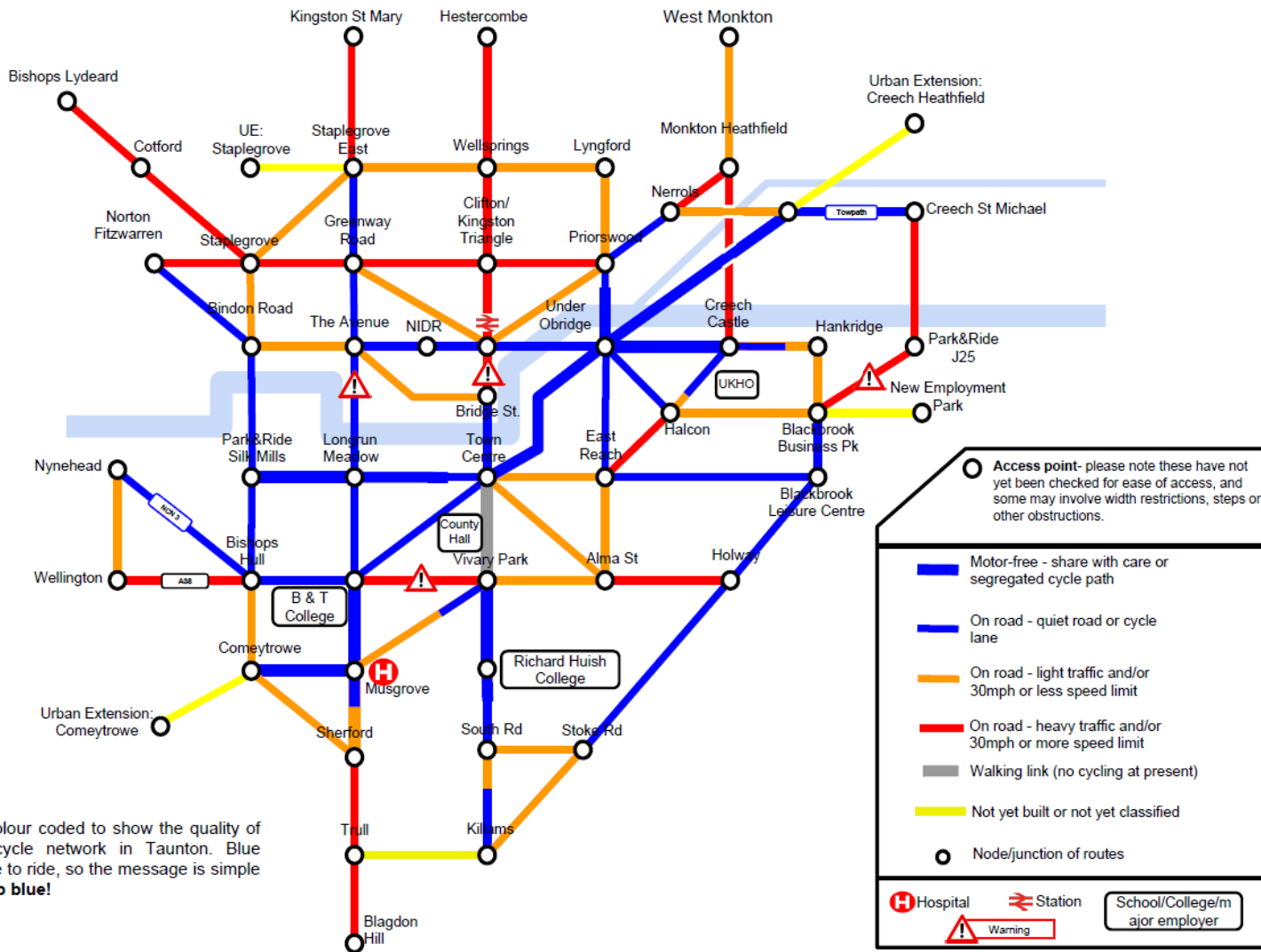


Source: <https://roam.somerset.gov.uk/roam/map#>

# Taunton Cycle Network



## Taunton Cycle Network Quality Map



This map is colour coded to show the quality of the existing cycle network in Taunton. Blue routes are safe to ride, so the message is simple - **turn this map blue!**

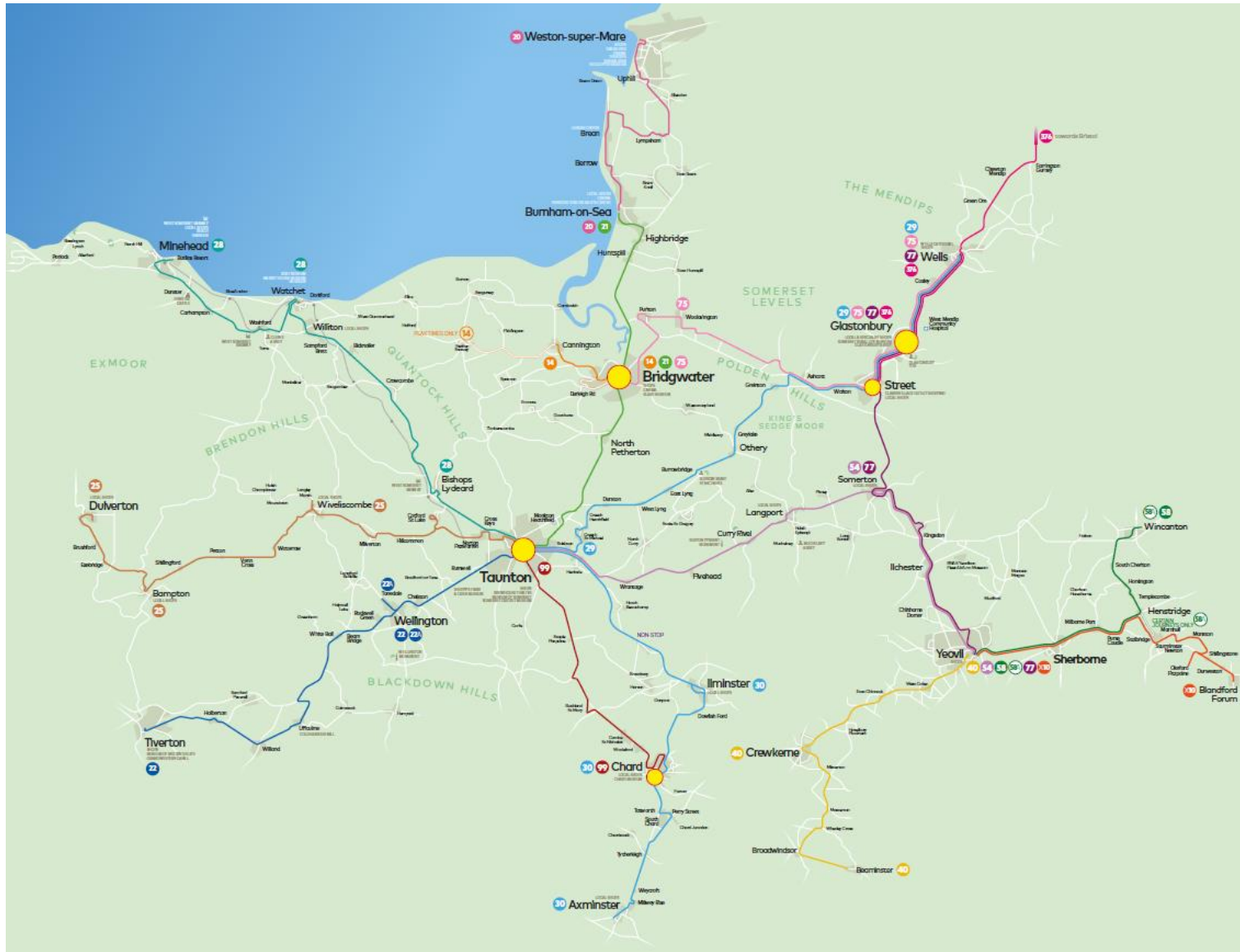
Source: Taunton Area Cycling Campaign

# Firstbus Taunton Network



Source: Firstbus

# Firstbus County Network



Source: Firstbus

**What is the Slinky?**

Slinky is an accessible bus service funded by Somerset County Council for people unable to access conventional transport.

This service can be used for a variety of reasons such as getting to local health appointments or exercise classes, visiting friends and relatives, going shopping or for social reasons. You can also use the Slinky as a link to other forms of public transport.

**Who can use the Slinky?**

You will be eligible to use the Slinky bus if you:

- Do not have your own transport
- Do not have access to a public bus service
- Or have a disability which means you cannot access a public bus

Parents with young children, teenagers, students, the elderly, the retired and people with disabilities could all be eligible to use the Slinky bus service.

**How does it work?**

If you are eligible to use the service you will first need to register to become a member of the scheme. You must complete a registration form and return it to the booking office before using the service for the first time.

Once registered you can then book a journey by contacting your booking office at least 24 hours before you want to travel. Trips can be booked up to two weeks in advance.

**How much does it cost?**

Please phone the booking office to check the cost for your journey. English National Concessionary Travel Scheme passes can be used on Slinky services. You will need to show your pass every time you travel. Somerset Student County Tickets are also valid on Slinky services.

**Somerset County Council's Slinky Service is operated by:**  
Somerset County Council

**Services available:**  
Monday to Friday 8am to 5pm  
excluding Public Holidays

**Booking number:**  
**01823 331266**

**Booking lines are open:**  
Monday to Friday 9.30am to 3.30pm

For more information on Community Transport in your area, please phone Somerset Direct on **0300 123 2224** or visit our website at [www.travelsomerset.co.uk](http://www.travelsomerset.co.uk)



**Taunton Slinky**  
**Your local transport service**

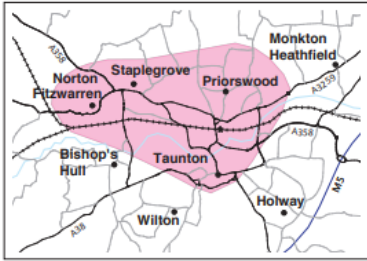


[WWW.SOMERSET.GOV.UK](http://WWW.SOMERSET.GOV.UK)



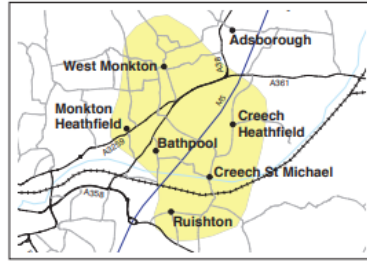
[www.travelsomerset.co.uk](http://www.travelsomerset.co.uk)

**Monday**



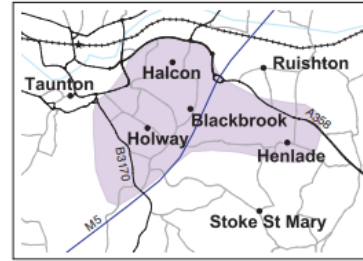
Destination: Taunton Musgrove / Taunton Library / Morrisons

**Tuesday**



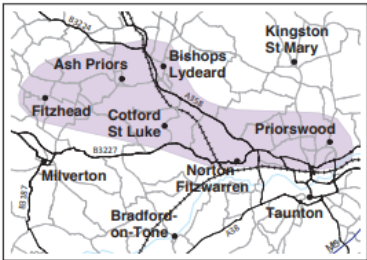
Destination: Taunton Musgrove / Taunton Library / Asda

**Wednesday Bus A**



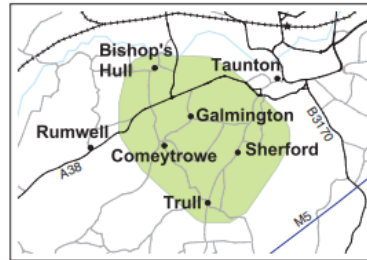
Destination: Taunton Musgrove / Taunton Library / Sainsbury's Hankridge

**Wednesday Bus B**



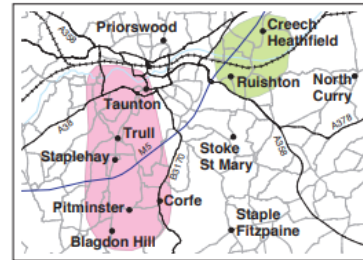
Destination: Taunton Musgrove / Taunton Library

**Thursday**



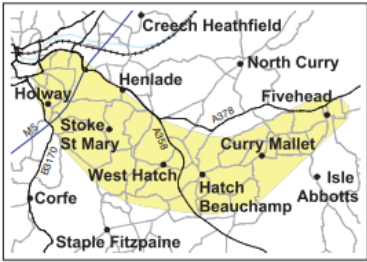
Destination: Taunton Musgrove / Taunton Library / Taunton Tescos

**Monday & Thursday** (Green patch Thurs Only)



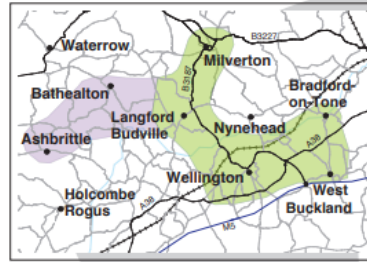
Destination: Taunton Musgrove / Taunton Library

**Tuesday & Friday**



Destination: Taunton Musgrove / Taunton Library

**Monday - Friday** (Purple patch Wed only)



Destination: Wellington Town Centre / Taunton Musgrove / Taunton Library





## Appendix 5 – SCC Residents Parking Scheme Proposal Letter

## Somerset County Council

County Hall, Taunton  
Somerset, TA1 4DY



396 A

The Residents  
10 Harp Chase  
TAUNTON  
TA1 3RY



S4343FM0ZCE  
F396 c1.100/220 b1

### PARKING SERVICES

Please ask for: Steve Deakin  
Direct Dial: 01823 355137  
Email: [parking@somerset.gov.uk](mailto:parking@somerset.gov.uk)  
Date: 9th July 2020

### Update – Richard Huish Area Parking Consultation

As you are aware a consultation has been undertaken in respect of parking issues in the area around the Richard Huish College. This included two public meetings at the Wyvern Club. The consultation was held to identify residents' views about parking congestion in the area. For those that attended the meetings, opinion was divided over how much of a problem there was, the cause and the solution.

Since the consultation your comments have been reviewed to identify a possible solution to reduce congestion, secure parking for residents and support local businesses in the area.

This purpose this letter is to update you on the outcome of the consultation situation and the proposed way forward.

The structure of this letter is:

1. General;
2. Consultation responses;
3. Consultation key areas of comment;
4. Initial proposal;
5. Considering displacement
6. Calway Road
7. Greenlands
8. Further consideration for residents of the other streets;
9. Way forward;
10. Further opportunity to comment.

## 1. General

The consultation area concerned is shown at page 8. This area covers 17 roads, Bishop Fox Drive, Calway Road, Fouracres Close, Fremantle Road, Fullands Avenue, Fullands Road, Gordons Close, Greenlands, Harp Chase, Kings Close, Mountfields Avenue, Mountfields Park, Mountfields Road, Shoreditch Road (part), South Road (part), Stoke Road and Tamar Avenue.

SCC officers have worked closely with the SCC County Councillor for the Taunton South Division, Councillor Hazel Prior-Sankey, to find a good solution. Feedback has also been received from your Somerset West and Taunton District Councillors.

Councillor Prior-Sankey is aware of the key points (summarised at page 9) within your responses and is keen that a coherent solution is implemented that safeguards the interests of residents, businesses and improves road safety in the area.

Councillor Hazel Prior-Sankey would endorse the introduction of a residents parking scheme that covers the area that has been consulted.

## 2. Consultation Responses

The papers sent out with the consultation explained that before considering any changes SCC required more than 60% of residents in the area to have a view with the majority to agree there was a problem that needed to be addressed.

To ensure all views are covered and given equal weighting the specific responses have been added to the previously received petitions. This ensures the views of the petitioners are included in case they considered it was not necessary to make further comment.

The responses received from the consultation area were as follows.

Road Name	Properties	Responses		Support/Problem	
		Number	Rate	Yes	No
Calway Road	58	58	100%	57	1
Mountfields Avenue	54	47	87%	47	0
Tamar Avenue	43	37	86%	35	2
Gordons Close	26	21	81%	20	1
Stoke Road	60	46	77%	37	9
Mountfields Road	56	39	70%	37	2
Greenlands	42	30	71%	28	2
Fouracres Close	11	7	64%	6	1
Harp Chase	27	17	63%	14	3

Mountfields Park	5	2	40%	2	0
Kings Close	6	2	33%	1	1
Fremantle Road	40	13	33%	12	1
Fullands Road	31	9	29%	6	3
Shoreditch Road (part)	54	13	24%	12	1
Fullands Avenue*	25	5	20%	3	1
Bishop Fox Drive	19	3	16%	3	0
South Road (part)	72	11	15%	11	0
<b>Total</b>	<b>629</b>	<b>360</b>	<b>57%</b>	<b>331</b>	<b>28</b>

\*1 unsure response

All roads highlighted yellow, Calway Road, Fouracres Close, Gordons Close, Greenflands, Harp Chase, Mountfields Avenue, Mountfields Road, Stoke Road and Tamar Avenue all have a recoded response either following the consultation period or a part of a petition.

Within these roads, only 19 responses (7%) were received that indicated there was **not** a problem.

The remaining locations Bishops Fox Drive, Fullands Avenue, Fullands Road, Fremantle Road, Kings Close, Mountfields Park, Shoreditch Road and South Road currently have had a low response from residents. Although the majority, 86% of responses have indicated there is a problem.

### 3. Consultation Key areas of Comment

#### Impact of Richard Huish College

A key area of concern raised at the meetings and within your responses was the impact of Richard Huish students etc. Many residents expressed strong views that Richard Huish College is the cause of the problem and should accommodate all parking on their site.

It is apparent this would be a desirable outcome for many. However, there is little Somerset County Council can do ensure this happens. However, as the Highway Authority we can make changes on the Highway to influence driver behaviour and encourage them to make alternative travel arrangements.

Whilst freely available and safe parking remains available near to anything that generates parking such as a school, hospital, retail etc. it is challenging to influence habits without some form of control or deterrent.

### Stoke Road

It has been recognised by residents the previously marked white bays along Stoke Road have made some improvements. However, feedback from residents indicate changes are needed to improve egress to and from properties and traffic flows.

### Junction of South/Stoke/Shoreditch/Mountfields Road

As you are aware this junction has several retail and other businesses. These businesses rely on passing trade, with access to available short-term parking. Due to inconsiderate parking at times, concerns have been raised that at times, sightlines are compromised.

#### **4. Initial Proposal**

Calway Road, Fouracres Close, Gordons Close, Greenlands, Harp Chase, Mountfields Avenue, Mountfields Road, Stoke Road and Tamar Avenue satisfy the criteria for the introduction of a residents parking permit scheme. It would therefore be appropriate to progress a scheme in these roads.

It is also appropriate to look at the junction of South/Stoke/Shoreditch and Mountfields Road to improve sightlines and safety at these junctions.

In addition to protecting the junctions, appropriate areas for short term parking will be also be investigated and provided where possible to support visitors to nearby businesses.

Access from side roads onto roads such as South Road often raise safety concerns due to vehicles parking too close to a junction. It is also proposed to introduce additional junction protection where considered necessary.

#### **5. Considering Displacement**

When a restricted permit parking zone, such as a resident parking scheme, is introduced it is normal for vehicles that previously parked in that zone to be displaced into adjacent streets.

The introduction of a resident parking scheme must consider displaced vehicles, prior to its implementation.

The introduction of junction protection measures may also create small levels of displacement as vehicles may simply move further along the road.

SCC believes that introducing a parking scheme in the 9 roads highlighted yellow above without considering the residents of the remaining 8 streets to be unwise.

Because a clear majority of residents who responded to the consultation believe there is a parking problem in the area. A resident parking scheme for all seventeen roads within the consultation area is viable and is probably necessary.

Therefore, with adequate support from residents of Bishop Fox Drive, Fremantle Road, Fullands Avenue, Fullands Road, Kings Close, Mountfields Park, Shoreditch Road (part) and South Road (part), these additional streets can be included in a wider parking scheme.

## **6. Calway Road**

I am aware of previous reviews by Somerset West and Taunton into the possibility of creating additional parking primarily for use by residents and visitors of the social housing/flats.

At the present time no formal proposal has been identified by Somerset West & Taunton Council. It is anticipated this would involve significant investment and additional ongoing costs for all tenants of Somerset West and Taunton residing in the social housing/flats, regardless of whether they made use of the "new" parking area.

Discussions are currently ongoing with Somerset West and Taunton Council as to whether considering a potential permit scheme in Calway Road the creation of additional parking should be investigated.

The benefit of proceeding with a permit scheme is that only those residents that need to make use of the parking for their vehicle or their family/friends visiting would incur any additional costs. Visits by carers would not incur any direct cost to the resident as their visit to Calway Road would be covered by our overall carer permit scheme.

## **7. Greenlands**

A review of Greenlands has identified a similar situation as that within Calway Road involving Somerset West and Taunton properties and a small area of parking, currently marked residents. This 'private' area whilst designated for residents can currently be used by all with no consequence.

Discussions are ongoing with Somerset West and Taunton Council for this area of parking to be included in the proposal.

## **8. Further Consideration for Residents of the Other Streets**

Some residents have said within their response that they have more than two vehicles. Under our permit parking guidelines, with which SCC is obliged to comply, a residential

property may have only two annual on-street permits for their vehicles (reduced by one if the property has off road parking garage/drive).

In view of the possible changes which may impact on residents negatively, it would be reasonable to introduce "legacy rights" (i.e. exemption from the two-permit limit) for those residents who **currently** have more than two vehicles. This avoids the problem of introducing a new scheme that penalises residents who have decided how many vehicles to buy. The "legacy right" would not transfer to any future occupants of a property.

**Parking Review.** As part of a Somerset-wide review of parking, SCC is reviewing parking across Taunton. The review is likely to consider areas adjacent to the consultation area. Once the draft review is completed, residents will be invited to comment. The review could recommend parking controls being introduced on nearby roads, thereby exacerbating the current position.

## 9. Way Forward

As indicated above the 8 roads highlighted above satisfy the criteria for a residents parking permit scheme. The junction of South/Stoke/Shoreditch and Mountfields Road will also be investigated to improve sightlines.

In support of local businesses and visitors to Calway House, some short-term free parking will be provided in Calway Road, South Road/Shoreditch Road where appropriate.

To ensure any other business operating from a residential property for example, music teacher, it is important contact is made so the operation of your visitors is understood. This will ensure the final scheme accommodates your needs.

Junction protection will also be investigated for all from side roads within the consultation area to improve safety.

## 10. Further Opportunity to Comment

We welcome any comment you have on this proposed way forward. In particular, residents of Bishop Fox Drive, Fremantle Road, Fullands Avenue, Fullands Road, Kings Close, Mountfields Park, Shoreditch Road (part) and South Road (part), may wish to add support for their streets to be included in the proposals being developed.

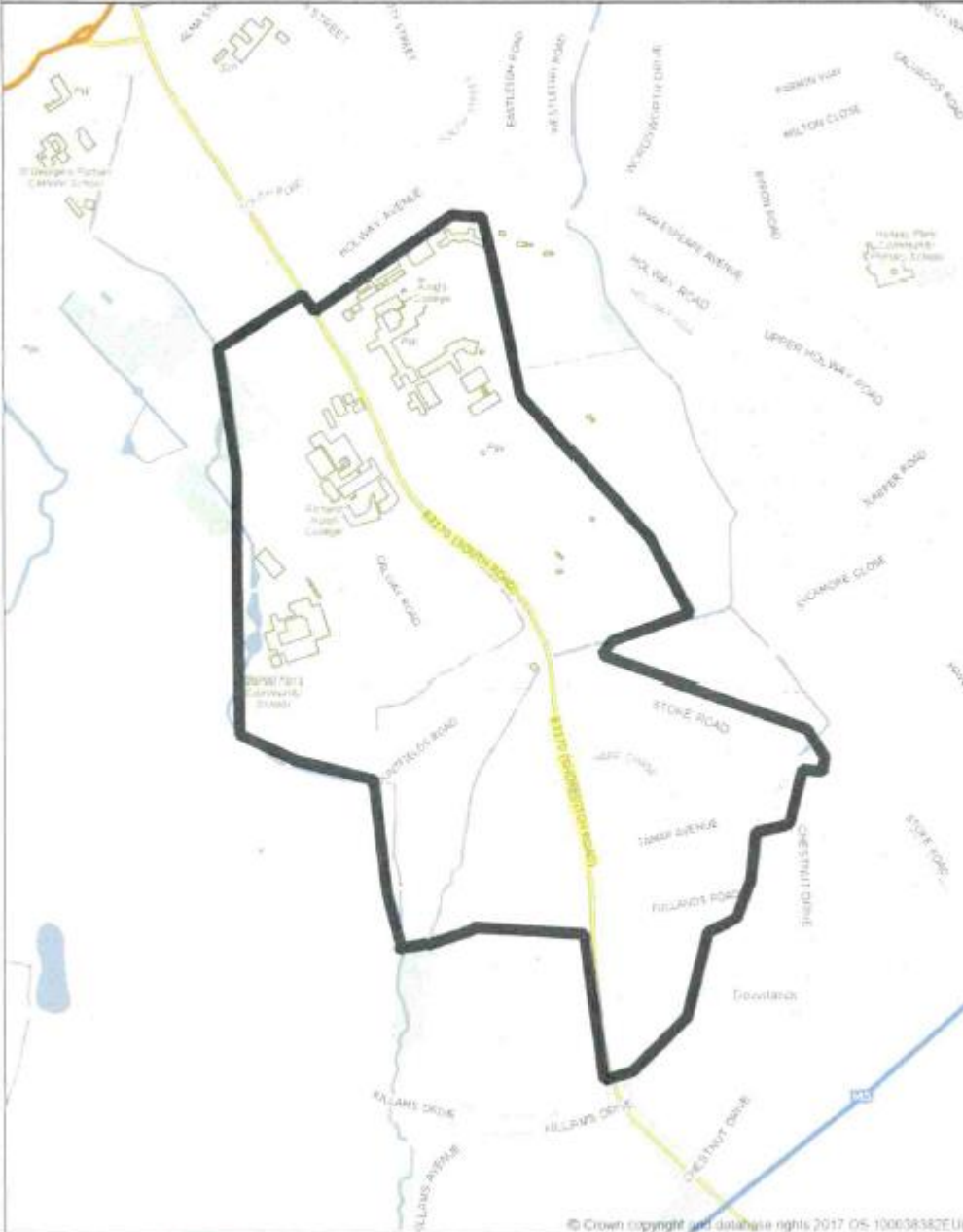
Please send your comment, **to arrive with me by 31<sup>st</sup> July 2020**, by email to [parking@somerset.gov.uk](mailto:parking@somerset.gov.uk) or by post for my attention at:

### **Key Points from Comments (in no particular order)**

- Students, school and college should take responsibility.
- Students and commuter cars can be left for days at a time.
- Residents are unable to park when they return from going out during the day.
- There is inconsiderate parking.
- Too many cars looking for parking.
- Problems with tradesmen attending properties and with deliveries.
- Driveways regularly get blocked.
- Concerns about having to pay to park.
- Concerns about cars parking dangerously along Shoreditch Road.
- This scheme will displace vehicles into other roads.
- Vehicles parking near the shops cause a hazard.
- There is too much parking on corners.
- There must be the ability for carers to be able to park.
- Emergency vehicles and refuse vehicles have problems.
- There is anti-social behaviour associated with the parking.
- There are too many cars parking on tallow lines near the shops.
- There must be an option to park near to the post office and shops.
- The Stoke Road parking is working better but does cause congestion during the day.
- Something needs to be done.



Appendix 1 - Richard Huish, Consultation Area



© Crown copyright and database rights 2017 OS 100058382 EU

WWW.SOMERSET.GOV.UK



Somerset County Council  
County Hall  
Taunton  
TA1 4DZ  
0300 123 2224

Scale 1:6000  
Centre 523674, 125495  
Date produced PD20 01-26  
11:28:15

© Crown copyright and database rights 2019 OS 100035162. You are granted a non-exclusive, royalty free, non-transferable licence solely to view the Licensed Data for non-commercial purposes for the period during which Somerset County Council makes it available. You are not permitted to copy, sub-licence, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Third party rights to enforce the terms of this licence shall be reserved to OS.



Parking Services  
Somerset County Council  
County Hall  
The Crescent  
Taunton  
TA1 4DY

A proposal for a resident parking scheme for the 'Richard Huish' will improve resident access to parking for their vehicles and will deter commuters/students etc from taking up parking spaces in this area.

The proposal considers displacement and provides a further opportunity for residents to join the scheme.

I look forward to hearing from you

Yours faithfully,

  
**Steve Deakin**  
**Parking Services Manager**

Cc  
Councillor Hazel Prior-Sankey  
Somerset West & Taunton Council  
Traffic Management