

# Sustainable Travel Town Strategy & School Street Design in Chudleigh

Sustrans' proposal



30<sup>th</sup> January 2020

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**Sustrans is the charity making it easier for people to walk and cycle.**

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

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## Useful links

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# You are the expert.

A community knows their context best. We will work with local people and Chudleigh Town Council to develop a Sustainable Travel Town Strategy and to deliver a co-design project around Chudleigh C of E Primary School.

1. Sustrans will work with Chudleigh residents to deliver a Sustainable Travel Town Strategy, identifying key issues and opportunities that will result in projects and actions that will improve the town environment. This will happen, through two participatory engagement / workshop sessions and will result in the development of draft concept designs, alongside people-focused actions. Residents will identify key areas of the town which would benefit from improvements and will explore options for physical interventions. A likely outcome is a vision and strategic plan that work towards the creation of a town environment which is more conducive to walking and cycling and less dominated by motor traffic – making it a safer, more pleasant place to live and move around in.
2. Sustrans is also proposing to deliver a co-design project outside Chudleigh C of E Primary School, using a participatory design process that engages residents and the school community. There will be a range of events and workshops, to redesign and make physical changes to the streets surrounding the school. Subject to local authority approvals, we will run a trial to test out physical interventions; this could involve Sustrans' carriageway-friendly street kit.

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## 1. Delivering the Sustainable Travel Town Strategy

Sustrans will work with Chudleigh residents to reimagine the town environment through dynamic and engaging participatory workshops that inform projects and actions to improve accessibility and enable walking and cycling journeys. Residents will identify key streets,

routes, areas of the town, and other factors, which would benefit from improved design. With the help of the design and engagement team, the community will explore solutions, physical, behavioural and resourcing alike. The outcome is to create a vision for a town environment which is much more conducive to walking and cycling and less dominated by motor traffic - making it a safer, more pleasant area to move around and live in.

Sustrans will engage with residents to understand local issues and aspirations, involving the school, other local organisations and building on the positivity and motivation of Chudleigh Town Council. We will draft the strategy, ensuring that the project addresses specific local needs, priorities and ambitions.



By engaging with the local community, our projects provide bespoke solutions that address local needs

## How we will help Chudleigh to achieve aspects of the local Neighbourhood Plan

Chudleigh's Neighbourhood Plan states that for 94% of respondents to the household questionnaire, "Walking and cycling are the most important means of reaching the town centre." The plan also states that "improving the network of footpaths and cycle ways is considered to be an important objective for the well-being of Chudleigh's population". Sustrans will look to address these, and other policy factors in developing the strategy for the town.

As an historic settlement, parts of the town are particularly negatively affected by high traffic volumes, inappropriate speeds and parked cars. The domination of motor vehicles compromises safe walking and cycling, and negatively impacts upon the character of the town and residents' lives.

As with other towns in the area, there is a reasonable pressure for new housing. This is likely to create a further increase in the number of trips made. Improving people's ability to travel conveniently and safely by other means of transport, and making these options safe and attractive, will mitigate some of the impact of these developments.

Sustrans works with communities to transform neighbourhoods to facilitate sustainable behaviours through liveable urban design. The approach we outline below is based around exploring and developing design proposals for improvements via a collaborative design process with members of the community.

## Sustrans' approach

Across the country, Sustrans has supported people in re-considering how their streets and public spaces are used. We have delivered large-scale infrastructure projects but also small changes such as repositioning bins and bollards, widening pavements, realigning kerb lines and reaffirming existing 'desire lines' (most direct / informal short cuts), achieving high quality and vibrant places. Our extensive experience of working closely with highway authorities helps achieve innovative designs and ensure community inspired designs are realised.

We have been delivering community-led street improvement projects for more than 15 years and have worked with over 50 communities. Our work in this area has been undertaken in a number of settings and at a variety of scales from residential districts of up to 3,000 homes, to busy high streets, rural villages, in and around schools and as part of a network of cycle routes. The success of these projects stems from including local people as experts on their neighbourhood in the design process, bringing about change that is effective, inclusive and meets the needs of the community.

Sustrans' strength lies in the process, which includes engaging closely with the local community, and developing solutions that address local needs - this means, even small scale interventions can make a big difference in slowing traffic down and influence the way people use their public space.

## Sustrans' methodology

In Chudleigh, we will work closely with residents and the local council to explore which highway improvements would be most suitable for slowing traffic and making the town a more pleasant place to be.

We will deliver a community centred co-discovery and co-design process resulting in a set of high level proposals for the town and street environment. We will focus on areas prioritised by the residents at a community workshop, seeking feedback on their aspirations, drafting any supportive design elements and a report that brings together the strategic with the detailed project proposals, that will form the base to apply for further funding. The report will record the design and engagement process undertaken and will present information to help the Town Council and local community to prioritise projects and actions. For this purpose, Sustrans will progress the following:

- **A site visit, stakeholder meeting and public workshop** to understand the area working with local residents. The purpose of this workshop is to analyse local needs identified in the site analysis, understand priorities, and develop a design brief that will inform the design phase.
- **A second workshop** to discuss first ideas and draft the vision for the local streets, using a co-design process and the design brief created through the previous workshop. The vision will define a series of design proposals addressing specific local needs.
- **A report** including a series of sketched designs and the vision for Chudleigh's streets, including a prioritised list of interventions that may be used to support future funding bids submitted by the community.
- **Liaison with the highway authority and the town council** to ensure proposals are 'acceptable' in terms of principles and approach, to help support future highway permissions should future funding become available.

During this process we will work closely with local champions and volunteers to ensure they feel full ownership of the project, and feel confidence to champion the process and its outcomes. This will be key to ensure the design legacy beyond Sustrans' involvement, and seek funding for the implementation of the vision for Chudleigh's streets. During our involvement, we can give champions knowledge of potential funding opportunities for this purpose.

## Scope of work

The scope of the project will take into account local policies, recent developments and changes and will include:

- Consideration of future growth of Chudleigh and how the town fits strategically in context in South Devon
- Main destinations and concentrations of people in and around the town



- Historic context of the town and opportunities to further enhance the quality and historic character of the town centre, to encourage more and longer visits that benefit the local economy
  - Work with dedicated staff members at Chudleigh Town Council, Chudleigh C of E Primary School and other prospective partner organisations
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## CASE STUDY

Sustrans was commissioned by the PL:21 Transition Town Initiative group in Ivybridge, to work with local people in and around the town, to create a strategy that will guide the town toward a more sustainable future, in line with the organisation and town council's sustainable objectives.

### Ivybridge Street Design Strategy

Around 100 people came to public engagement sessions with further engagement with resources that had been displayed publically following the events. There were many comments about accessibility, movement around the town, specific issues, particularly with school travel and a few key hotspots within the town, and opportunities flagged, which could make a tangible difference to how people choose to travel.

More than 25 projects and actions are featured in the strategy document, which it is hoped will be endorsed by the local authorities. These are wide and varied, as is appropriate for a robust response to the threats that climate change bring. These projects include public realm improvements, such as school and workplace travel planning; the redesign of each of the two roundabouts that 'bookend' Fore Street, to make it easier to access the

centre of town; establishing a dataset of key measurables alongside a monitoring plan, so that change, and the success of certain developments can be observed; and, improving access to, and the installation of high-quality, secure cycle parking at the station. The success of the project ultimately rests in the motivated and committed people within the

**“What an excellent event. I found myself doing lots of networking which felt very productive”**

Client

town, and the cooperation of many local, regional and governmental bodies; this is just a launch pad!

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## 2. Delivering a street design project around Chudleigh C of E Primary School

Sustrans will deliver child friendly streets surrounding the school, through a participatory design process that will engage residents in designing and implementing cost effective changes.

Chudleigh C of E Primary School is a large village school with over 400 students on its roll. The school is located in the centre of a block of streets, rather than having a more direct frontage to a single street. Fairly unusually, there are 5 entrances and approaches that spread in all directions, with additional potential options for further access. This helps to dilute congestion and spread the effects of the school run across neighbourhoods. However, there is still potential to increase the number of school journeys made on foot and by bicycle.

Using innovative techniques focused on making small changes and creating opportunities to encourage higher levels of social interaction and active travel, Sustrans will engage and inspire the local community.

Sustrans' school and community street design projects seek residents' views through a series of practical workshops and residents remain involved throughout the project duration





Subject to local authority highways approval, Sustrans' Street Kit can also be used to deliver fast temporary change at points along the route (agreed through public engagement) demonstrating to residents that they can affect change. In turn, the temporary street pockets created using the Street Kit will provide a catalyst for conversation. Facilitating and structuring these conversations and energy, Sustrans will support the community in developing small elements of permanent change.

To deliver the project, a community officer will work alongside a senior urban designer, both with extensive experience in schools, streets and community projects. They will be supported by an experienced project manager, and access to the wider expertise of the whole team of Sustrans South designers and engineers as required.

Sustrans' Street Kit (see image to right) can be used as part of pre-delivery testing of the changes, not only supporting the design process, but providing a strong and recognisable feature that will be present in the neighbourhood during the duration of the project.



Sustrans' street kit has been designed and fabricated for on-carriageway use.

The key hub for the initial engagement will be Chudleigh C of E Primary School, with the intention of engaging the local community in identifying key routes linking local areas. The improvement of these routes will build on local aspirations, creating a place where residents can meet, children can play, and people can safely walk and cycle, inspiring and encouraging less car domination and a general sense of ownership of the streets.

The design will aim to cover all approaches to the school and will consider key places farther afield that might have a significant bearing for the school journey, for example, along Fore Street, and some of the alleyways leading to it.

## Inception

Sustrans' officer and urban designer will gather the relevant documentation to understand the local background, and prepare the appropriate graphics to start the local engagement,

and a detailed communication plan that will include most appropriate and effective modes of communication.

The inception meeting will take place with the relevant council officers to outline the project and define key stakeholders. A steering group including relevant Chudleigh Town Council officers (including highways officers) and ward members will be set up at this stage and will be kept up to date at key phases of the project.

The local Sustrans officer will then start connecting with the local school and neighbourhood, contacting key local stakeholders and building a network of relationships that will be the foundation of the engagement in the local area. This will take place through school meetings, local meetings, school-based messaging to parents and carers, coffee mornings, posters and flyers in key locations, and contact with any existing local residents groups and ward members.

An inception meeting with the school will be set up and a set of workshops planned in order to engage with school children, parents, teachers and local residents.

Typically, our process includes a series of three workshops culminating in a street closure. This may be adjusted due to the preferences and permissions of the local authority. The sequence of the workshops aim to cover three key aspects:

- Awareness raising and issues prioritisation
- Designing safer streets
- Street trial

## Workshop 1 - Awareness raising and issues prioritisation

The local project officer with the support of the senior urban designer will deliver a set of workshops to discuss local issues with the school community, the local residents and other stakeholders. These may include:

- A classroom workshop with children selected by the school
- A “school gate” session aimed at parents and children
- A “kerb-side” engagement session for residents.
- Drop-in mapping sessions explaining the design process, aiming to capture local aspirations and general barriers to higher levels of walking and cycling in the

neighbourhood, with the purpose of capturing specific issues and opportunities for the streets directly adjacent to the school.

The discussions and thoughts will be captured on a map of the area with post-it notes to record the comments.

### **Output**

A map with local aspirations and priorities.

## **Workshop 2 – Designing Safer Streets**

The workshop will focus on urban design considerations relating to designing safer, more active streets. The Sustrans project officer and senior urban designer will discuss a number of key urban design concepts and their application in good street design.

In the school, the students will carry out an analysis of the street outside the school, considering issues and opportunities that may contribute to increased safety together with increased levels of social activity, walking and cycling.

The children will then design a series of street improvements related to the suggested brief using methods such as the Sustrans' street design model kit.

Similarly, parents and local residents will be involved in a structured workshop that will give them the opportunity to suggest design interventions for the local area.

### **Output**

The students, parents and residents will develop a series of design proposals, that will then be analysed and compiled by Sustrans' urban designer into some design proposals to be trialed at the following event.

## **Workshop 3 – Street trial and installation of street kit**

A meeting between the steering group, the Sustrans team and the local highway authority will be organised to agree the design solutions, they will also be invited to the street trial.

The street trial will be organised in the form of a street party, with the aim of closing the road in collaboration with the school (at this stage we assume there is no extra cost involved).

With the approval of the highways authority, Sustrans will trial the proposed design using Sustrans' Street Kit and spray chalk, and will run together with the school a set of additional activities to demonstrate the value of an improved school forecourt.

The whole process and the final design will be discussed at the event, allowing students and residents to vote on the final installation.

### Output

With the permission of the highways authority, Sustrans' street kit will be left on site for an agreed number of days or weeks (ideally a minimum of two), to allow residents to experience and discuss the new street layout.



Residents can help assemble the street kit.

### Final design and delivery

Permanent interventions will be installed following the temporary location of the Street Kit, and will aim not to require complex road works. We envisage they will be of the nature of simple thermoplastics patterns, bollards, and planters.

The temporary installation of the street kit will ensure there is general awareness and agreement on the final location of the permanent features, to ensure buy-in and support by the community.

During this stage there will also be talks to define the future of the scheme, identify funding opportunities, and to explore opportunities for any additional delivery.

The buy-in and active involvement of Devon County Council highways is essential for the design process, and for any proposal to be progressed. Whilst we will provide professional support for this, it is essential for the client to secure ongoing commitment from the highways authority to support this community-led project.

### Reporting

The whole design and trialing process will be documented in a short final report containing the feedback from the engagement exercise and the final design.

## Sustrans' Street Kit

As part of Sustrans' engagement process, we routinely trial on-street design proposals using temporary mock-ups in the streetscape, so that stakeholders can visualise what is proposed and positively influence the design process. To support this aspect of our work, we have worked with a product designer to develop a flexible modular Street Kit, which can be used to trial innovative street layouts.

Inspired by the form of a bike chain, the Street Kit is a fully adaptable, modular street furniture system. It has been developed as a tool for working with communities to test different layouts in streets with traffic and to enhance the street environment.

The key advantage of the 'bike chain' modular system is its ability to be easily modified on-site to reflect changing preferences, to try out different arrangements and to respond to specific site constraints, e.g. existing street furniture. It can create any curvature or shape that is required, and therefore respond to individual situations.

Also, the bike chain structure of the system creates cylindrical spaces at the point where units link – these can be filled in different ways to meet the requirements / aspirations of the project. So for example, plants could be grown to intercept and attenuate rainwater and provide seasonable colour and encourage biodiversity. Alternatively, there could be a pull-up library, a coffee table or a board game.

It is constructed using recyclable plastic (polyethylene) and each link unit is hollow to be filled with water for extra weight and stability. This means it can be lightweight (6kg for the empty 'link piece') to aid transportation and assembly, but when filled the 'link piece' weighs 38kg and is very stable. When interlocked with other units it forms a robust structure for a busy urban setting close to a live carriageway). Therefore, the system is capable of being used on or off carriageways in a multitude of arrangements. It is therefore ideally suited to testing different street layouts and building an evidence base for its wider use.

To address safety and regulatory obligations, Sustrans has:

- Undertaken a full risk assessment for the use of the kit
- Designed a hidden interlocking mechanism to protect against vandalism and potential theft. This mechanism uses bolts, shock cord and a steel ring
- Prepared template method statements and risk assessments for its installation on road.

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## CASE STUDY

### Metamorphosis, Southampton

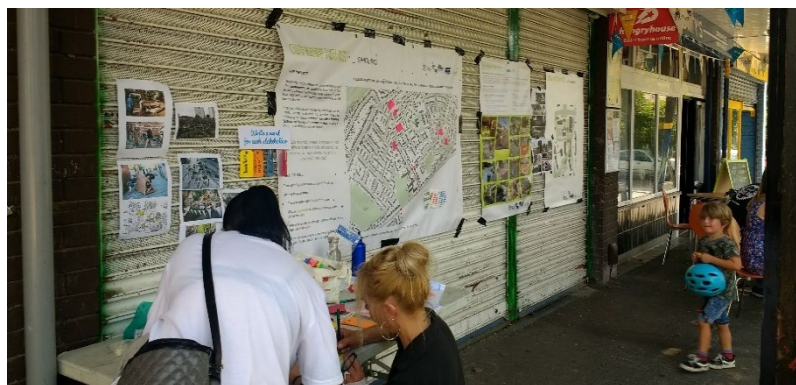
Southampton City Council commissioned Sustrans to develop a child friendly street design within Sholing through a community engagement process in order to improve the routes between the local community hub and primary school. Child friendly streets are those which feel safe and attractive for children to use, encouraging community activity and informal play. Streets where children can play can be an indicator of the quality and inclusivity of the public realm.

The project worked closely with local residents of all ages, businesses, Monty's Community Hub volunteers and Valentine Primary School pupils, staff and parents, through a series of workshops, to co-design and implement light-touch improvements to their neighbourhood. These aim to make it more attractive, safer for children to walk, cycle and play, but also to create a better place to live for everyone by supporting community cohesion and social interaction.

Many of the issues discovered were complex with no one single solution. However, a number of design solutions were developed and are being delivered that together, result in more child friendly streets.

**“It’s good to see this street being made safer and more child-friendly.”**

School Parent



By engaging with the local community, our projects provide bespoke solutions that address local needs



## Sustainable Travel Town Strategy Costs

	Task	Head of department	Principal urban designer	Senior urban designer	technician
Chudleigh Street Design Strategy	Project planning and documentation gathering		2	2	1
	Review of current documentation and stakeholders mapping	0.5	1	1	
	Inception meeting and site visit		2	2	
	Workshop 1 - Issues and opportunities		1	1	
	Feedback processing, prioritisation and initial mapping			3	2
	Initial drafting	1	3	5	2
	Meeting with client and stakeholders to discuss draft		2	1	
	Workshop 2 - Design		1	1	
	Reporting and design finalisation	0.5	3	5	4
	Project management, client and Highways liaison and quality assurance	1	4	1	
	Total days:	3	19	22	9
		£ 1,500	£ 8,170	£ 7,920	£ 3,060
	TOTAL £ 20,650				

## Sustainable Travel Town Indicative Timescale

	month 1	month 2	month 3	month 4
Project planning and documentation gathering				
Review of current documentation and stakeholders mapping				
Inception meeting and site visit				
<b>Workshop 1 - Issues and opportunities</b>				
Feedback processing, prioritisation and initial mapping				
Initial drafting				
Meeting with client and stakeholders to discuss draft				
<b>Workshop 2 - Design</b>				
Reporting and design finalisation				

## School Street Design Costs

Task	Head of department	Principal urban designer	Senior urban designer	technician	Engagement Officer
<b>Phase 1- Draft participatory design</b>					
Project planning and documentation gathering		1	2	2	
Inception meeting / site visit / data gathering / mapping	1	2	2	2	2
Community engagement - door knocking etc					6
<b>four Workshops - preparation and delivery</b>			8	4	4
Draft design	0.5	2	4	4	1
Highway Authority liaison	2	4	2		
Project management, internal steering groups and QA	1	6	5	1	1
<b>Phase 2 - Final design, street trial, and quick win delivery</b>					
Community engagement - door knocking etc					4
<b>Street Trial</b>		3	3	3	3
Costing and material spec			4		
Final outline design and reporting	1	4	2	1	3
Delivery Support for quick wins including contractor liaison/ supervision		1	3	2	4
Project management, internal steering groups and QA	2	4	4	2	2
<b>Total days:</b>	<b>7.5</b>	<b>27</b>	<b>39</b>	<b>21</b>	<b>30</b>
	£ 3,750.00	£ 11,610.00	£ 14,040.00	£ 7,140.00	£ 10,200.00
				<b>Total staff costs</b>	£ 46,740.00
				<b>Grand Total</b>	£ 51,414.00

contingency 10% to cater for additional design or engagement requirement £ 4,674.00

*Please note: Extra/repeat workshop cost included to take into account multi access nature of school campus.*

## School Street Design Indicative Timescale

[illegible]