



ST MARY'S PRIMARY SCHOOL

TRAVEL PLAN

October 2015

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This School Travel Plan has been prepared by Key Transport Consultants Ltd on behalf of Bath and North East Somerset Council with input from representatives of St Mary's Primary School.

Revision	Description	Issued by	Date	Checked
1.0	Draft for Comment	Key Transport Consultants	August 2015	
1.1	Version Issued to School for Comment	Key Transport Consultants	October 2015	
X	Version for Submission	Key Transport Consultants	October 2015	

Author: Felicity Flanagan (KTC) Date: August 2015

Approved: School Representatives

Date: October 2015

Travel Plan Commitment

This Travel Plan has been accepted by the Representatives below on behalf of St Mary's Primary School.

Representing	Name(s)	Signature(s)
School Management Team	SUE JONES	
Pupils	AMELIA HARTLEY-WEBB	
Parents/Carers	ROB LANGLEY	
Governors	FRANCES BUTT	

1. What is a School Travel Plan?

A School Travel Plan is a document prepared by a school which sets out a package of measures to encourage more children, parents/carers and staff to choose alternatives to the car when making the journey to and from school. It signifies an all-round commitment to promote sustainable travel and develop safer routes to school.

The development and implementation of this school travel plan demonstrates our commitment to the overall health and welfare of the children attending our school and to improve relationships with our neighbours and the local community.

2. Why we need a Travel Plan

Schools can generate significant amounts of motorised traffic which impacts on the safety and health of our children, the environment and the local community. However, we can play a significant role in changing travel behaviour among those who currently drive whilst developing an understanding of the impact of our travel choices among the whole school community.

We will raise awareness of any problems caused by cars coming to and from the school each day and take measures to reduce the impact of cars by improving the safety of those walking and cycling to school so that these become a viable alternative means of transport for parents, staff and pupils. This will lead to a reduction in the consumption of fossil fuels, save energy, reduce air pollution, increase pupils' physical fitness and provide the opportunity for them to develop road safety skills.

Recent expansion at St Mary's Primary School saw the demolition of an existing temporary building which accommodated 30 pupils and its replacement with temporary accommodation for 60 pupils.

As part of the expansion, a Transport Statement for the school was produced to assess the traffic impact of increased numbers of pupils, parents/carers and staff travelling to school. The Transport Statement also describes the local transport network, site observations during school drop off and pick up times, and travel planning policy relating to the school expansion. The Transport Statement as well as the Travel Plan were required by Bath and Northeast Somerset Council (B&NES) to meet the requirements of the planning permission to expand the school facilities. A copy of the Transport Statement is available to read from the school office upon request.

The expansion of St. Mary's Primary School has provided heightened motivation to address school transport issues, and to prevent current

problems from being exacerbated by the expansion. With this in mind, we want to use the Travel Plan to help us identify and develop a flexible approach to short and longer term sustainable solutions to travel problems.

Like many schools, St Mary's has a pattern of school travel which impacts on the safety and health of our children, the environment and the relationships with neighbours. Over the past few years we have tried one-off solutions to these problems but found the benefits of these solutions short lived.

Our motivation for development of this School Travel Plan is to identify aims and objectives, and implement measures resulting in long-term and sustainable travel.

3. About our School

School profile

St. Mary's Primary School is a small, co-educational, church school, set in an idyllic rural location on the fringe of Writhlington village. We enjoy excellent indoor facilities including a large hall and interactive whiteboards/screens in every classroom. The beautiful extensive grounds include a large playing field, quiet areas, playgrounds, conservation area, woodland areas and a sensory garden.

We were again judged to be officially "good" in all areas by Ofsted at their last inspection in February 2014. We have a highly qualified, highly skilled staff. Teachers, Teaching Assistants and all support staff work well together to provide a school in which children feel happy and safe as well as challenged and stimulated. Our team is dedicated to the education and care of each child as an individual.

We currently have 113 pupils on role, with an additional 19 children in the Nursery. The school is made up of the Nursery and five classes.

Nursery	(two & three year olds)
Class 1	Reception (five year olds)
Class 2	Year 1 and Year 2 (five to seven year olds)
Class 3	Year 3 and Year 2 (seven & eight year olds)
Class 4	Year 4 (nine year olds)
Class 5	Year 5 and Year 6 (nine to eleven year olds)

The school recently extended by demolishing a temporary building which accommodated up to 30 pupils and replacing it with new temporary

accommodation for up to 60 pupils, allowing for an overall increase of 30 pupils by September 2015.

The school currently has 25 staff.

Start and finish times

Children are welcomed into the classroom from 8.45am as they arrive, with registration and the start of school at 8.55am. The end of school is at 3.15pm. Most days there are after school clubs, which mean that some children are picked up at 4.00pm. Many of the older pupils walk home after clubs or are collected by parents on foot. Some are picked up by car due to the later finishing time. Currently there are no pre-school or breakfast clubs.

Location

St Mary's Primary School is located on Old Road in Writhlington, a village approximately 15km southwest of Bath, just to the southeast of Radstock.

Old Road connects the A362 Frome Road at its western end to Green Parlour Road at its eastern end.

To the east of the school are agricultural fields, and to the north are residential properties. The site is bounded to the west by Manor Road and to the south by Old Road.

The location of St Mary's Primary School is shown on the Plan overleaf. Walking isochrones are also shown, each isochrone represents 400m or 5 minutes' walk from the school.

The school has two accesses, one pedestrian and one vehicular. The main pedestrian access is to the west of the school buildings. The vehicular entrance leads to the unsurfaced staff car park which currently has parking for approximately twelve cars.

School travel facilities

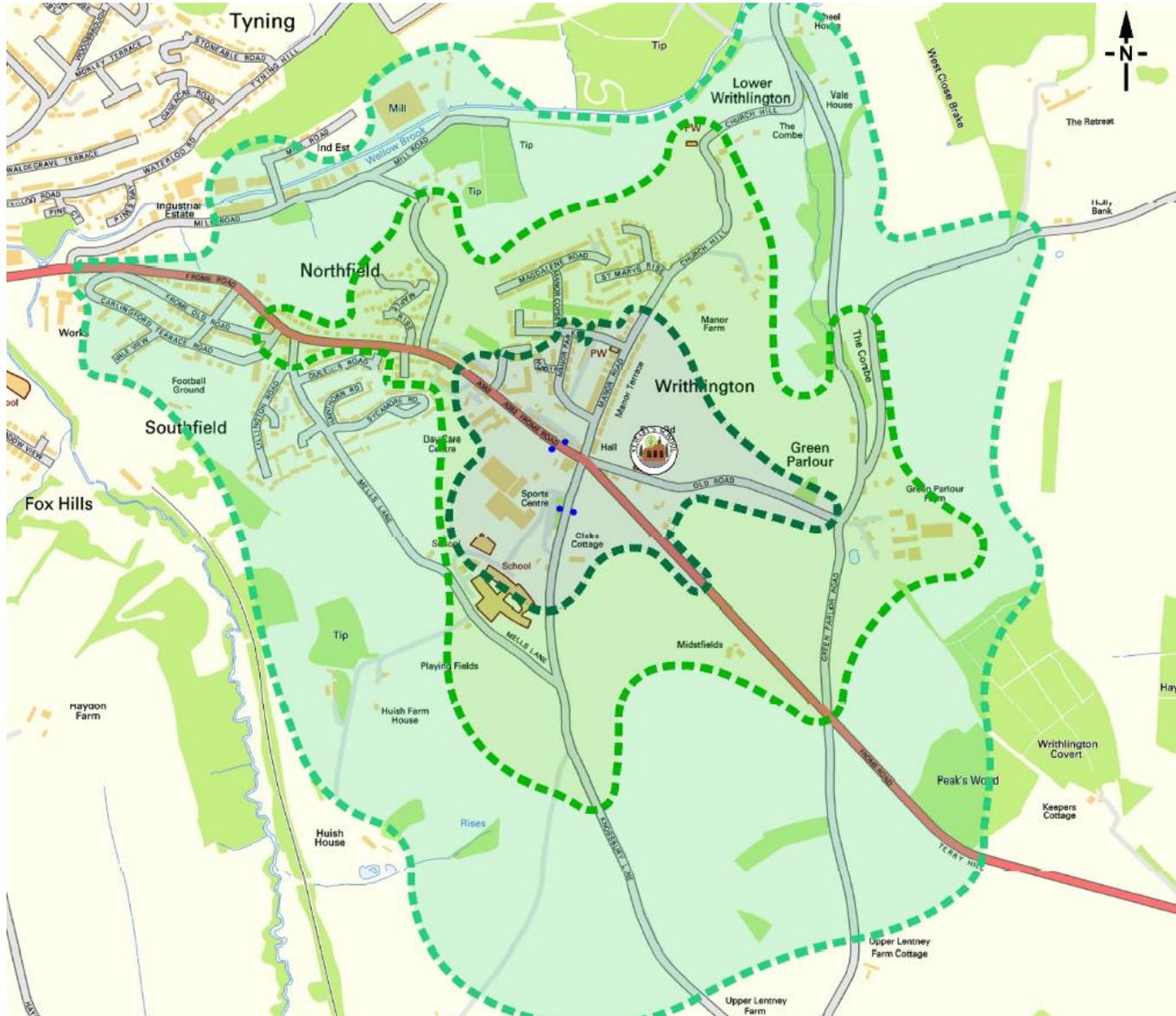
The existing unsurfaced car park currently has space for approximately 12 cars and it is not proposed to change this. Parents are discouraged from using the school car park. Notices remind parents of the dangers of using the car park to drop-off children, and reminders to this effect are incorporated occasionally in the school weekly newsletter.

Although there are currently no designated cycle parking facilities, staff, parents and pupils arriving at school by bicycle tend to lock bicycles against the perimeter fences.

Pupils store wellies in the purpose-built welliesheds, and outdoor clothing in the class cloakrooms.

There is a school crossing patrol for the area schools located at the junction of Manor Road and Frome Road. In addition, there are pedestrian traffic lights which cross the Frome Road outside Writhlington School.

Location plan



- 
- AREA WITHIN 400m OR 5 MINUTES WALK OF ST MARY'S PRIMARY SCHOOL
- 
- AREA WITHIN 800m OR 10 MINUTES WALK OF ST MARY'S PRIMARY SCHOOL
- 
- AREA WITHIN 1200m OR 15 MINUTES WALK OF ST MARY'S PRIMARY SCHOOL
- 
- BUS STOP

Transport links

There is currently no designated cycle or scooter route to or from, or within the school site. There are also currently no designated cycle paths or shared paths in Writhlington.

The nearest bus stop is approximately 170m from the school on Frome Road to the west. The only daily service from this stop is the Citistar 768 service between Writhlington and Bath, which operates one return service per day (departing Writhlington at 07:40 and a return service departing Bath at 17:40). A further bus stop is located on Knobsbury Lane approximately 280m from the site. This stop is utilised by the services 414 and 424, which connect Writhlington with Radstock, Frome and Midsomer Norton. Unfortunately, none of the buses offer a suitable timetable for use by either staff or parents.

History of school travel work

The School prepared a Travel Plan in 2009 which set out measures and travel initiatives to encourage active and sustainable travel to reduce congestion on the roads around the school.

The measures and initiatives set out in the previous travel plan included:

- Pedestrian training for Year 2.
- Cycling training for pupils aged 10 and above.
- Build on successes with Walk to School Week and introduce WOW (Walk on Wednesdays). Children to be given a personal chart to keep and, as part of registration on Wednesdays, WOW stickers added.
- Invite the school crossing patrol into classes to talk about her role; what she does and how children can help themselves stay safe when crossing the road.

4. Why we are doing a new School Travel Plan: Access, School Travel, Transport Problems and Issues and Funding

Access

The school has two access locations, both of which connect the school site to Old Road. The main pedestrian access is located to the west of the school building while the vehicular access (leading to the staff car park) is located to the east of the school buildings.

There is a controlled pedestrian crossing approximately 125m west of the main pedestrian access to the school on A362 Frome Road. There is also an uncontrolled informal pedestrian crossing across Manor Road adjacent to its junction with A362 Frome Road and Old Road where the school crossing patrol operates.

School Catchment

As a Church of England school, St Mary's Primary School attracts and selects pupils from a wide catchment area around the Writhlington and Radstock area.

School Travel

It is understood from the 2009 Travel Plan that most of the pupils that live in the village walk to school. Those that live outside of the village tend to travel by car.

Transport Problems and Issues

Site visits were undertaken on Tuesday 17th and Wednesday 18th March 2015 at both school start (08:20 – 09:15) and finish (14:45 - 15:40) times to observe traffic conditions in the areas surrounding the school. During the afternoon site visit traffic conditions in the vicinity of the staff car park were less than desirable and additional parking restrictions are proposed to improve conditions.

In previous travel surveys the following concerns have been raised:

- Frome Road pavement is too narrow.
- Frome Road has heavy traffic/lorries.
- Cars travel too fast along the main road.
- Junction near the Jones shop, Manor Road/Frome Road/Knobsbury Lane is very dangerous.
- Cars not stopping at pedestrianised crossing- jumping the red lights.
- Too many cars parked close to the school.
- Speeding cars on Manor Road.
- Cars parking on yellow lines by the village hall/community centre blocking visibility.

The school will continue to liaise with B&NES Council regarding the resolution of identified issues.

Funding

By developing a new School Travel Plan, the process allows us as a school to identify where improvements can be made to assist in sustainable travel. Consequently we can identify what we require additional funding for. It is important for the school to be prepared in order to produce bids for funding towards any identified improvements.

Summary of Current Travel Patterns

Travel surveys were undertaken in October 2015. A summary of the travel survey responses¹ for pupils, parents/carers, staff, governors and residents are presented below.

The results of the travel surveys can be used as a method to monitor changes in travel behaviour and assess the progress of the School Travel Plan.

Pupil Survey Results

Tables 4.1 to 4.3 provide a summary of the travel survey results from the pupil travel surveys. 69 pupils completed online surveys. Responses were received from pupils in Years 2 to 6.

Table 4.1: How far is the journey to school from your house?	
Distance	Response
I don't know	17%
Under 0.5 mile	48%
Between 0.5 – 1 mile	14%
Between 1 – 2 miles	12%
More than 2 miles	9%
TOTAL	100%

Table 4.2: How do you usually travel to school/from school?		
Mode	To School	From School
Walk	55%	58%
Cycle	0%	0%
Car	42%	42%
Car park up away from school and walk	3%	0%
Scooter	0%	0%
Car Share	0%	0%
School Bus	0%	0%
Public Bus	0%	0%
Other	0%	0%
TOTAL	100%	100%

Table 4.3: How would you prefer to travel to school?	
Mode	Response
Walk	52%
Cycle	13%
Car	23%
Car park up away from school and walk	1%
Scooter	6%
Car Share	0%
School Bus	1%
Public Bus	0%
Other	3%
TOTAL	100%

¹ Results are presented as the nearest whole number

Parents/Carers Survey Results

The parent/carer travel surveys were completed by 24 parents/carers from the school. Surveys were completed by parents/carers of children in Years 2 to 6. Tables 4.4 to 4.8 summarise the results of the parent/carer travel surveys.

Table 4.4: How far is the journey to school from your house?	
Distance	Response
Under 0.5 mile	33%
Between 0.5 – 1 mile	42%
Between 1 – 2 miles	17%
Between 2- 3 miles	4%
More than 3 miles	4%
TOTAL	100%

Table 4.5: How do your children usually get to school/come home from school?		
Mode	To School	From School
Walk	71%	71%
Cycle	0%	0%
Car	21%	21%
Car park up away from school and walk	4%	4%
Scooter	0%	0%
Car Share	0%	0%
School Bus	0%	0%
Public Bus	4%	4%
Other	0%	0%
TOTAL	100%	100%

Table 4.6: How would you prefer your children to travel to/ from school?	
Mode	Response
Walk	79%
Cycle	0%
Car	13%
Car park up away from school and walk	4%
Scooter	0%
Car Share	0%
School Bus	0%
Public Bus	4%
Other	0%
TOTAL	100%

Table 4.7: If your children usually travel to/from school by car, what are the reasons? (Main reasons stated)
On the way to/from work
Too many hills to walk /cycle
Too far to walk/cycle
Child too young to walk/cycle

Table 4.8: What would encourage or help you to get your children walking/cycling to school? (Main reasons stated)
Wider/more pavements
More/safer crossing points
Cycle paths/bike racks
Reduced speed of traffic
Cycle training

Staff Survey Results

The online surveys were completed by 8 staff. Tables 4.9 to 4.13 present a summary of the results from the staff travel surveys.

Table 4.9: How far do you live from school?	
Distance	Response
Less than 1 mile	25%
Between 1 – 2 miles	0%
Between 2 – 3 miles	25%
Between 3 – 5 miles	13%
More than 5 miles	37%
TOTAL	100%

Table 4.10: How do you usually travel to/from school		
Mode	To School	From School
Walk	13%	13%
Cycle	0%	0%
Car	63%	75%
Car Share	13%	0%
Car park up away from school and walk	0%	0%
Bus	0%	0%
Train	0%	0%
Other	12%	12%
TOTAL	100%	100%

Table 4.11: If you usually travel by car, what are the main reasons? (Main reasons stated)
Too far
Too many books/equipment to carry
Not on a bus route

Table 4.12: How would you prefer to travel to/ from school?	
Mode	Response
Walk	38%
Cycle	12%
Car	50%
Car Share	0%
Car park up away from school and walk	0%
Bus	0%
Train	0%
Other	0%
TOTAL	100%

Table 4.13: What would encourage you to walk or cycle? (Main reasons stated)
Had less equipment to carry
Cycle lanes

Residents Survey Results

The online surveys were completed by 6 residents. Tables 4.14 to 4.19 present a summary of the results from the resident travel surveys.

Table 4.14: How far do you live from school?	
Distance	Response
Same street	50%
Adjoining street	17%
Local vicinity (less than ½ mile)	17%
Local area (1/2 – 1 mile)	17%
Other (please specify)	0%
TOTAL	100%

Table 4.15: Do you think the transport and travel situation around the school is:	
Answer	Response
Good	0%
OK	0%
Bad	83%
Don't have an opinion	0%
Other	17%
TOTAL	100%

Table 4.16: Tell us what you think could be improved about the journey to school?
Reduce traffic speed, widen pavement at Frome Road opposite Writhlington School so that passing pedestrians don't have to step into road.
Reduction of parking on the zig-zag lines. Enforce the road policy.

Table 4.16: continued
Parents shouldn't be dropping children off by the fur tree/traffic lights to go to big school. Parking in the bus stops. Coaches haven't enough room to turn on to Frome Road so cars reverse into traffic lights whilst it's red.

Table 4.17: What do you think works well with travel to the school?
Encourage pupils to walk or cycle to school. If this is not feasible then car sharing options or a mini bus that utilises the school car park. Old Frome Lane is a Lane and not suitable for the amount of traffic being used on it.

Table 4.18: Which are the biggest problems or problem areas for you around the school?
Speed of vehicles is unacceptable on the whole and makes walking to school perilous at times.
Parents must be aware that they are not the only people who need to use the road. People living along the road and others have a job or work who need to use the road. Parents to respect this.
Congestion on road.
Crossing places/patrols – placement of patrol and lack of safe crossing at Frome Road/Mount Pleasant/Maple Drive area.
Too many cars parked on the road to school which are owned by Sure Fit.
Both schools coming out at the same time.

Table 4.19: Do you have any additional comments or suggestions you would like to make regarding school travel?
If you think making it a one-way system going towards Green Parlour, turning right to come back towards Writhlington is dangerous and can add extra time and expense to motorists. Everything shouldn't revolve around the school – how about consideration of others.

Governor Survey Results

The online survey was completed by 2 governors. Tables 4.20 to 4.26 present a summary of the results from the resident travel surveys.

Table 4.20: What do you think would encourage people to walk or cycle? (Main reasons stated)
Safe place to lock bike/store clothes
More/safer crossing points
Cycle/pedestrian training
Reduced speed of traffic
Nowhere for parents to park

Table 4.21: Do you think the journey to school is safe for:		
	Yes	No
Pedestrians	100%	0%
Cyclists	50%	50%

Table 4.22: Tell us what you think could be done to improve the safety of children walking and cycling to school by parents?
Not parking on the zig zag lines

Table 4.23: Tell us what you think could be done to improve the safety of children walking and cycling to school by the school?
Road safety awareness

Table 4.24: Tell us what you think could be done to improve the safety of children walking and cycling to school by the council?
Better crossings

Table 4.25: Which are the biggest problems or problem areas for you around the school?
Some people still drive too fast past the school – speed camera?
School crossing – ensure there is a crossing person there everyday

Table 4.26: Do you have any additional comments on issues/problems for parents, children or staff on the journey to and from school?
Drop off/pick up point if they need to drive

The National Travel Survey 2014 provides information regarding how trips to school are undertaken within Great Britain.

The statistical release document noted that in 2014, 46% of trips to and from school by primary school children (aged 5-10) were made on foot, 2 % by bicycle (representing an increase of 1% since the 2013 survey) and 46% of journeys to schools were made by car.

Comparison of school travel survey data to the national data shows that the percentage of journeys undertaken on foot (56.5% average to and from school) are higher to the national levels and those undertaken by car (including car, car share and car, park up and walk) are less than national levels.

The main reasons pupils gave for travelling to school by car were; parents or carers drop off or pick up at school when travelling to or from work (20%), it's too far (25%) and I'm not old enough to walk (10%).

The most popular answer by pupils for what would encourage them to walk were; more or safer crossing points (28%), when I am older (16%), wider/more pavements (16%), slower traffic (10%) and walking bus (7%).

85% of pupils advised that they owned a cycle although none currently use this mode to travel to school. The most popular response to the question what would encourage you to cycle to school were cycle paths (33%), safe place to lock bike (28%), slower traffic (19%), more/safer crossing points (14%) and cycle training (14%).

In response to the parent/carer survey question what would encourage or help you to get your children walking to school a significant number responded to issues that cannot be addressed directly by the school, i.e. more/safer crossing points (29%), wider/more pavements (37.5%) and

reduced speed of traffic (25%). However, 17% responded that road safety training would encourage/help them and 8.33% said walking bus.

In response to a similar question on cycling, again parents/carers responded to issues that cannot be addressed directly by the school. Again, more/safer crossing points was popular at 33% and provision of cycle paths at 37% and reduced speed of traffic at 29% were also popular.

However, 21% responded that cycle training, for which the school can provide assistance, would encourage/help them to get their children cycling to school.

In response to the survey results settling up a walking bus will be investigated and the school will continue with road safety and cycle training.

Looking at the staff surveys only two respondents live within 1 mile of the school and two live within 2-3 miles. Currently 1 person walks to school and no-one cycles. 1 member of staff car shares.

The topography in the vicinity of the school isn't ideal for long walks or cycle journeys but it may be possible to increase walking, encourage some cycling and increase car sharing. The school will emphasise the health and cost benefits of active travel to school as well as setting a good example to pupils.

5. What we want the Travel Plan to achieve

Through our curriculum, we aim for children to have the best possible opportunities to become successful, independent learners who enjoy learning, make progress and achieve high standards. We create confident, creative individuals who are able to live healthy, happy, fulfilling lives and responsible citizens who make a positive contribution.

Our school's curriculum comprises of all learning and other experiences that we plan and offer to our pupils: The National Curriculum forms only one part of this and we aim to provide the children with truly inspiring learning opportunities. We achieve this by providing engaging contexts for learning which reflect real life and by using different locations; such as taking learning outside. This vision has been used to develop five objectives for the Travel Plan:

- **To raise awareness:** by raising the awareness amongst pupils, staff and parents/carers of the environmental, safety, health and social consequences of their travel choices.
- **To provide and promote alternatives to driving:** By encouraging and facilitating walking, cycling and scooting to provide alternatives to driving/being driven.
- **Improve the health of the school community:** By encouraging active modes of travel to school.
- **To improve road safety and safe routes to school:** by successfully working with pupils, parents/carers and residents we aim to address car use and improve road safety in the immediate vicinity of the school.

- **To improve road safety skills and independence:** by educating children and providing training cycle use for travel to and from school, and for journeys outside of school times.

6. Travel Plan Targets

Travel Plan Targets² will assist in monitoring the progress of the travel plan.

Our targets are:

1. Review the travel policy annually.
2. Maintain the high level of participation of the Pupil-Home-School Agreement.
3. Introduce active travel events and increase the number of pupils participating annually.
4. Reduce the number of children travelling to school by car from 42% to 37% over 3 years.
5. Increase the number of pupils travelling to school by active modes. Increasing from 56.5% to 61.5% over 3 years.
6. Reduce the % of staff who travel to school by car alone from 69% (average of travel to and from school) to 60%.

² Percentage targets are based on parent/carer and staff travel survey results

7. Travel Plan Measures

In order to achieve the Travel Plan Objectives and Targets a number of Travel Plan Measures are to continue or to be implemented. The measures are set out below and summarised in the Action Plan.

Raising Awareness

School Travel Policy

The School will develop a School Travel Policy, linked to the PSHE and the Health & Safety Policies, all available on the school website. The policy will help us to focus on the school travel aims and objectives which are in line with other initiatives such as the Eco Schools process.

School Travel Plan

The School Travel Plan has been developed to set sustainable travel aims and objectives.

Suitable measures have been developed through consultation with representatives from the school.

In order to raise the profile of the Travel Plan it will be made available on the school website and from the school office upon request.

The School Travel Plan will be updated regularly to ensure that it is current and reflects the travel issues faced by the School.

Travel Information

Travel Information will be provided on the school website. Information such as pedestrian routes, crossing locations and suggested parking locations away from school will be provided.

Travel information will also be provided for parents/carers of new pupils for example at new parent/carer information evenings and in the School Prospectus.

The travel information provided will also encourage children and parents/carers to walk/cycle/scooter to school by promoting the health and community benefits.

Newsletters

The school sends out newsletters approximately weekly. Newsletters will provide information on school travel whether it's promotion of a travel event, notification of road works, or general reminders about how to travel safely to school. Newsletters are provided by email and are also on the school website.

In addition, the school sends out text messages to notify parents of more urgent travel issues such as road works.

Travel Plan Team

Representatives from the school form the Travel Plan Team (TPT), including parents/carers, neighbours, governors and Headteachers.

The group will meet a minimum of three times a year and will be responsible for the Travel Plan, seeking to ensure that the aims and objectives are achieved, measures are delivered and that targets are met. The responsibilities to be undertaken by TPT are set out in the Action Plan.

The TPT will also be responsible for the monitoring of the Travel Plan and reporting on the status of the Travel Plan to pupils, parents/carers, Governors and B&NES Council. The online monitoring system Mode Shift Stars will be used to monitor the travel plan.

Provide and Promote Alternatives to Driving

The school will review introducing active travel events. Active travel events could include:

- **Bling your bike! This scheme encourages pupils to decorate their bikes and bring them to school.** This could also be applicable to scooters.
- The Big Pedal. This is a cycling and scooting competition promoted by Sustrans. The scheme runs annually.
- Build on the success of the Walk once a Week (WoW) Scheme. This scheme is promoted by Living Streets and encourages children to walk to school at least once a week.
- Scoot on Fridays. This is where pupils ride their scooters to school and can participate in scooter play.
- National Walk to School Week. This scheme encourages children and their parents/carers to leave the car at home and walk to school for the week.

Assemblies will focus on sustainable travel/road safety at times when events are being undertaken.

Car Parking Management

Through consultation with staff, governors and the school council, it was decided to designate the car park for the use of staff only to prevent a potential accident when parents were dropping-off pupils at times when staff may be arriving at the school. Use of the staff car parking available on school premises will continue to be appropriately managed, based on access requirements.

Walking Bus

The school will review the feasibility of implementing walking buses to/from the school. It is likely that this will require parents/carers to facilitate the buses thus interest from parents/carers to operate the walking buses, as well as the likely number of pupils that would participate will be reviewed.

Improve the health of the school community

Road safety and school travel education in the curriculum

The school will assess how road safety and school travel is included in the curriculum for Early Years, Key Stage 1 and Key Stage 2.

Group Travel

Where possible groups will travel on foot; for example to attend services at the local Methodist Church. Risk assessments are carried out for all activities or events carried out off the school premises. The ratio of adults to pupils is always in accordance with the Health and Safety Policy and

guidance from BANES (Safety in Outdoor Activity Document). Pupils wear school baseball caps/high visibility jackets donated to the school through a scheme linked with the local Police. Pupils in EYFS (Early Years Foundation Stage) join in Welly Walks to encourage an interest in walking. For most other off site activities our pupils are transported by local coach companies. Coaches park next to the kerb outside the school gate so pupils can access the coach straight from the pavement, and alight in the same place. Coaches access the school from either direction to ensure that the door is pavement side.

Improving Road Safety Skills and Independence

Pedestrian and Cycle Training

Cycle training will continue to be provided pupils aged 10 and above. This normally occurs in the Spring Term. The training is provided by cyclinginstructor.com and funded by B&NES.

As part of excursions, pupils walk to local facilities. Road safety is demonstrated and safe practises put in place for such visits.

Appropriate clothing/safety equipment

Advice will be given regarding appropriate clothing and safety equipment to use for active travel to and from school for example:

- Waterproofs.
- High visibility jackets.
- Helmets.

Information will be provided in the school prospectus, the school website and at new parent/carers evenings.

Improving Road Safety and Safe Routes to School

Management of Access to the School

The school will continue to manage access to the school. The school gates currently open at 8.30am with the start of school at 8.45 am. Gates close at 9.00am.

The end of school is at 3.15 pm with the gates opening at 3.00 pm.

To help alleviate existing staff parking problems, parking restrictions are proposed for a length of approximately 9m either side of the staff car park. Staff will also be provided with information regarding where it is acceptable to park.

Pupil - Home –School Agreement

Additional points will be added to the Home –School –Child Agreement to address travel to/from school.

This will encourage active travel, and for those who have no alternative than to drive to school, request drivers consider their conduct whilst driving and suggest that parents/carers and pupils can be courteous and considerate of others when walking, riding or scooting to school.

Also, as part of the Pupil - Home –School Agreement the school will consider adding additional text regarding parking. For example asking those parents that drive their children to/from school to park legally and considerately so as not to block / park opposite drive restricting access, and not to park on footways.

School Crossing Patrol

The school crossing patrol person will continue to be located on Manor Road between 08:30 – 09:00 and 15:00 – 15:30.

Liaison with B&NES Council

The Travel Plan Working Group will liaise with B&NES Highways department regarding the Travel Plan.

The Travel Plan will also be uploaded to Mode Shift and follow the STARS system, which is the new national school travel accreditation scheme which is an online monitoring system introduced by B&NES Council for School Travel Plans.

The school will also liaise with B&NES Council regarding the issues external to the school highlighted in the school travel surveys. Issues such as vehicle speeds, footway width, lack of provision of footways within the village and the impact of parking within the vicinity of the school were noted. The school will discuss these issues with the Council and seek that issues are resolved through measures introduced by the council.

8. Action Plan

The Action Plan summarises the measures set out in the Travel Plan stating who has responsibility to undertake the action and the date by which the action will be implemented.

Measure	Action	Responsibility	Date	Resources
<i>Raising Awareness</i>				
School Travel Policy	Develop school travel policy	Headteachers	Term 2 2015	Time
School Travel Survey	Undertake the initial Travel Survey	Consultant	September/ October 2015	Cost of time
School Travel Plan	Update Travel Plan, to include findings of initial Travel Survey	Consultant	October 2015	Cost of time
School Travel Plan	Implement updated School Travel Plan. Provide School Travel Plan on the school website.	Headteachers/ Travel Plan Team	Term 2 2015/2016	Time/ Cost of funding measures
Travel Information	Provide travel information on the school website	School Leadership Team	Term 2 2015	Time
Newsletters	Regularly include travel information in newsletters, such as: <ul style="list-style-type: none"> • promotion of a travel event • safe travel to school 	Headteachers	Term 2 2015	Time
Travel Plan Team	Develop Travel Plan Team. The TPT will be responsible for the Travel Plan seeking to ensure that the aims and objectives are achieved, measures are delivered and that targets are met. The online monitoring system Mode Shift Stars will be used to monitor the School Travel Plan.	Headteacher (CL)	3 times per school year	Time
<i>Provide and Promote Alternatives to Driving</i>				
Active Travel Events/ Schemes	Review introducing active travel events including events for cycling/scooting and walking.	Travel Plan Team/Staff	tbc	Time
Staff Car Parking Management	Use of the staff car parking available on school premises will continue to be appropriately managed based on access requirements. Staff will be provided with information about where it is acceptable for them to park.	Headteachers	Term 2 2015	Time

Walking Bus	Review interest from parents/carers to operate scheme and the number of children likely to participate.	TPT	Term 3 2016	Time
<i>Improve the health of the school community</i>				
Road safety and school travel education	The school will assess how road safety and school travel can be included in in the curriculum	Teaching team	Ongoing	Time
Group Travel	The school will continue to undertake group travel on foot and use local coaches when necessary.	Headteachers	Ongoing	Cost of travel as required
<i>Improve Road Safety Skills and Independence</i>				
Pedestrian and Cycle Training	Continue to educate pupils in Year 2 about pedestrian road safety. Continue provision of cycle training for pupils ages 10 and above.	Headteachers	Ongoing	Time
Appropriate clothing/safety equipment	Provide advice regarding appropriate clothing and safety equipment to use for active travel to and from school	Pupils and Parents/Carers TPT	Ongoing	Time
<i>Improve Road Safety and Safe Routes to School</i>				
Management of Access to the School	Continue to manage access to the school.	Headteachers	Ongoing	Time
Pupil-Home-School Agreement	Develop travel related points to add to the Home-School-Child agreement to encourage safe and sustainable travel. Also consider adding points about staff and parents/carers parking illegally and considerately	Headteachers	Term 3 2016 and ongoing	Time
School Crossing Patrol	Continue to support the provision of a crossing patrol person located on Manor Road.	TPT	Ongoing	Time
Liaison with B&NES Council	Liaison regarding the status and monitoring of the travel plan.	Travel Plan Team	Term 6 and annually	Time
Liaison with B&NES Council	In conjunction with the Parish Council, liaise with B&NES regarding traffic related issues external to the school such as speed of traffic and footway provision, and seek to resolve such issues.	Governors	Term 3 2016	Time
Parking Restrictions	B&NEs to provide a length of approximately 9m of parking restrictions either side of the staff car park access.	B&NES	Term 1 2015	-

9. Reviewing and Monitoring

Review

The Travel Plan Team will meet a minimum of three times a year to review measures and actions identified in the Travel Plan to monitor progress.

The Travel Plan will be reviewed annually in April of each year and updated/revised as is appropriate. Initial travel surveys will be undertaken in September 2015 allowing for targets to be set in an October revision of the Travel Plan. The first, full review and update will be undertaken in April 2016.

Monitoring

The following will be used to evaluate the success of the Travel Plan.

- Annual Travel Surveys - Online surveys (hosted by B&NES) for pupils, staff, parents/carers, governors and residents.
- Review of activities undertaken through the school curriculum.
- Review of travel events/schemes.
- Review of the status of travel plan measures.

The review will take account of any new developments in education and transport provision that will impact on pupil travel needs. The School Travel Plan will be reviewed as necessary to take account of these.

The school will register with the online system Mode Shift Stars. The TPWG will be responsible for registration as well as uploading results of the baseline travel surveys.

Reporting

The Headteachers will be responsible for reporting on the progress of the Travel Plan.

Reporting to parents/carers will be via newsletters. Pupils will also be informed of the progress of the travel plan, for example at assemblies.

An annual monitoring report will be produced and published on the school website.

B&NES Council will also be informed of the progress of the Travel Plan and provided updated versions of the document after each period of review. When operational the B&NES online travel plan system will be kept up to date by the School.

10. The Next Step

The School Travel Plan has been developed and identifies aims and objectives, measures and actions.

A Travel Plan Team will be established to implement and deliver the travel plan. The group will be comprised of parents/carers, neighbours, governors and the Headteachers.

The TPT will be responsible for delivering the measures and meeting targets set out in the Travel Plan in accordance to the timescales set out in the Action Plan.

The TPT will continue to meet to encourage and monitor progress. The group will also continually review the Travel Plan to ensure it remains up to date and relevant for the School.

Representatives of the school show their commitment to the Travel Plan by signing the travel plan commitment at the front of the document.



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